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A CLASSIC C10
DONE RIGHT

ARTIST SERIES:
RENDERINGS BY
TRISTAN

EVENT COVERAGE

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DOES IT AGAIN!

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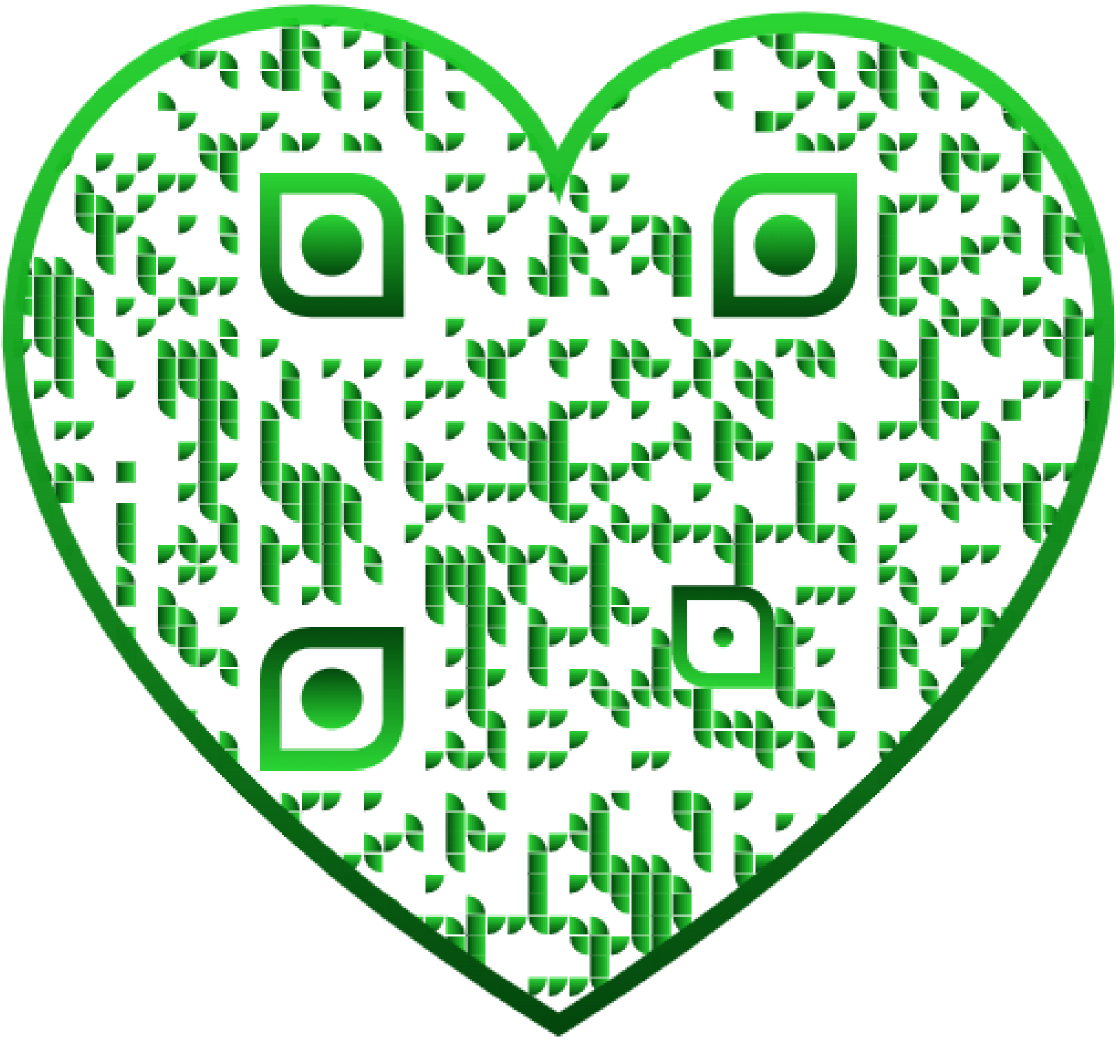

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FROM THE EDITORS OF StreetTrucks

FALL 2025
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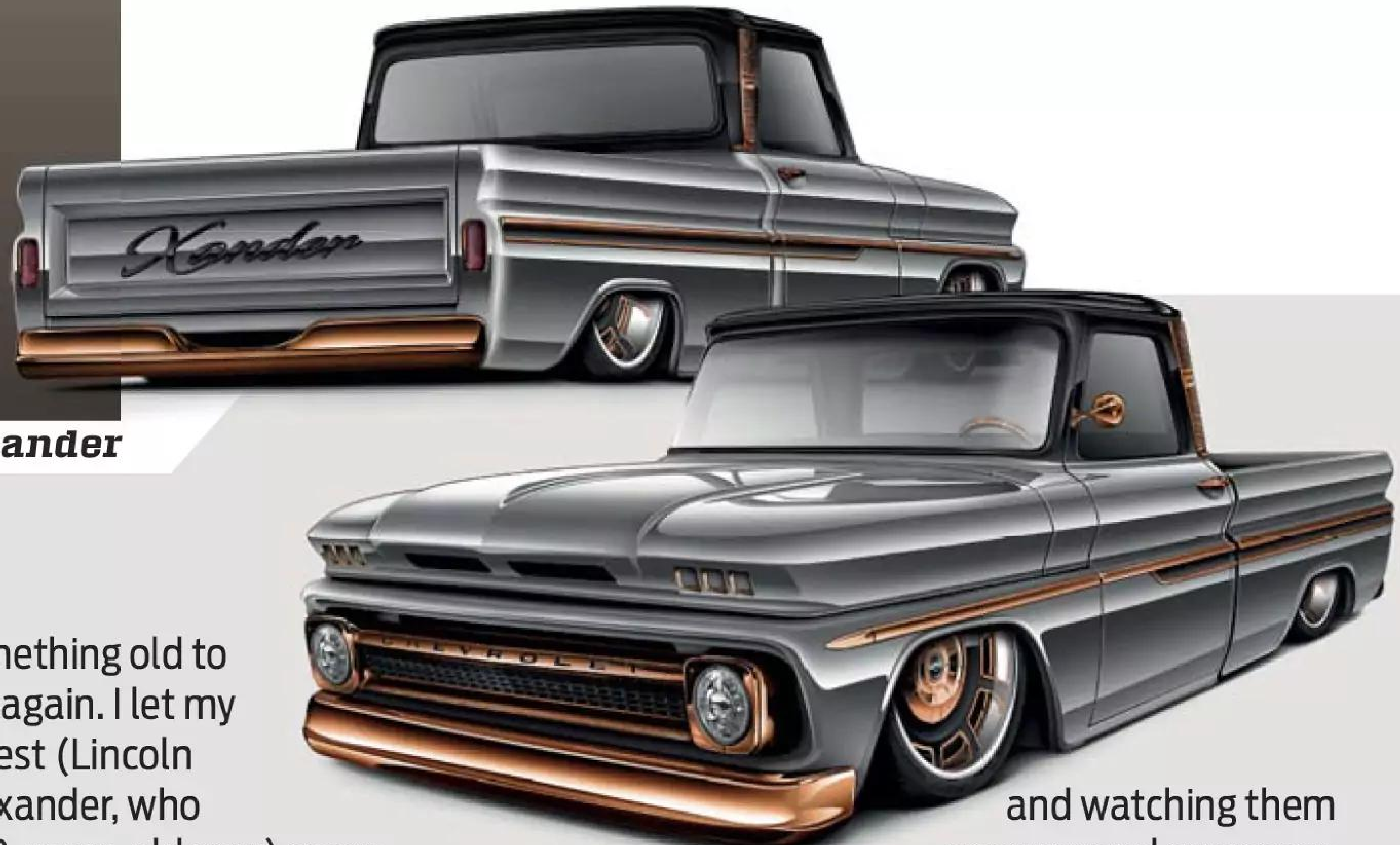
Editor's Note

By **Mike Alexander**



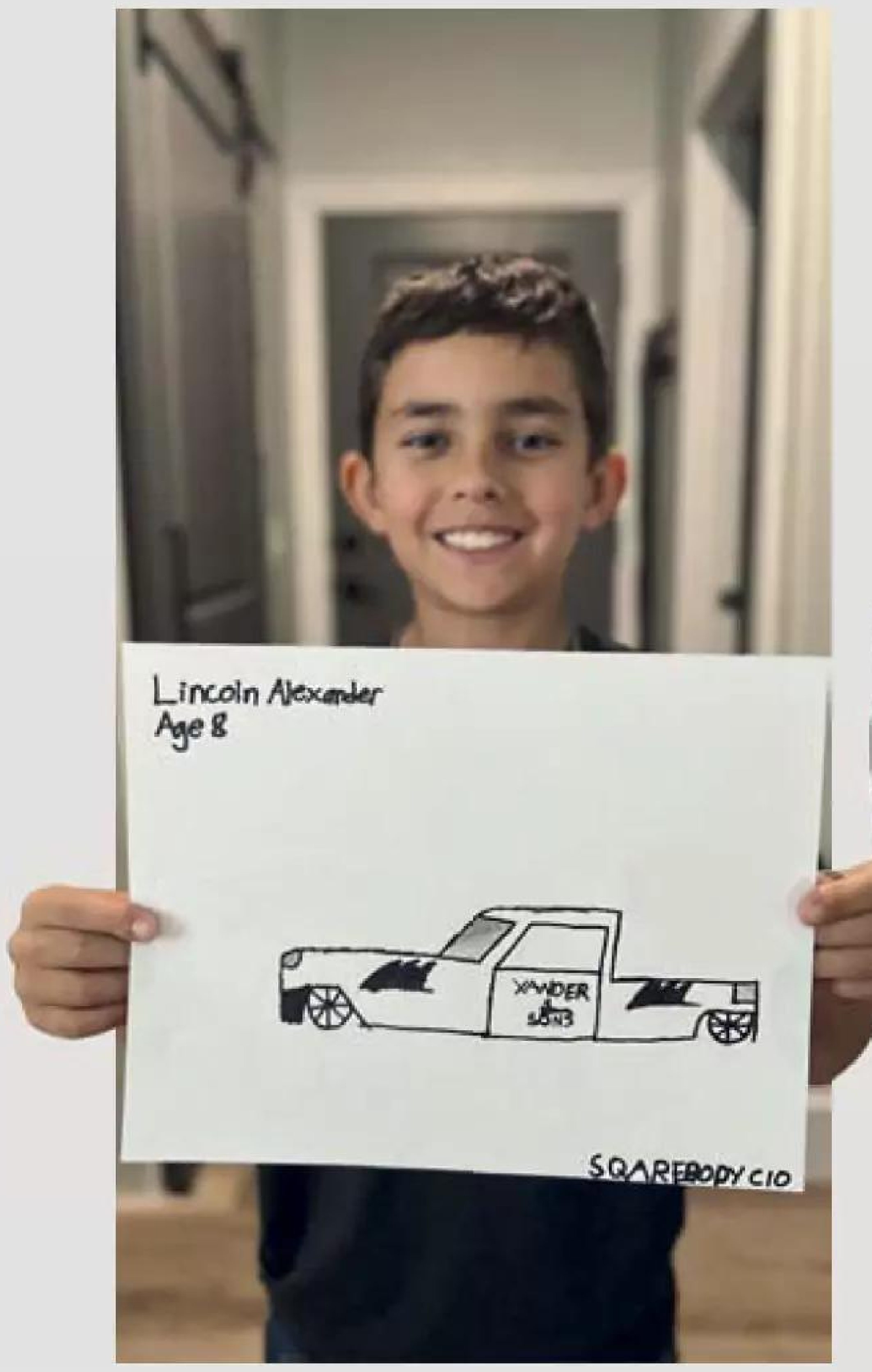
WE'VE BEEN gearing up to embark on a family custom C10 build journey over here for a while now. Passing on this love for custom trucks to your kiddos and enjoying it with your family by your side is something that has rekindled my love for this industry lately. And as I watch my two boys flip through these very pages, the passion has been reignited to start another project build!

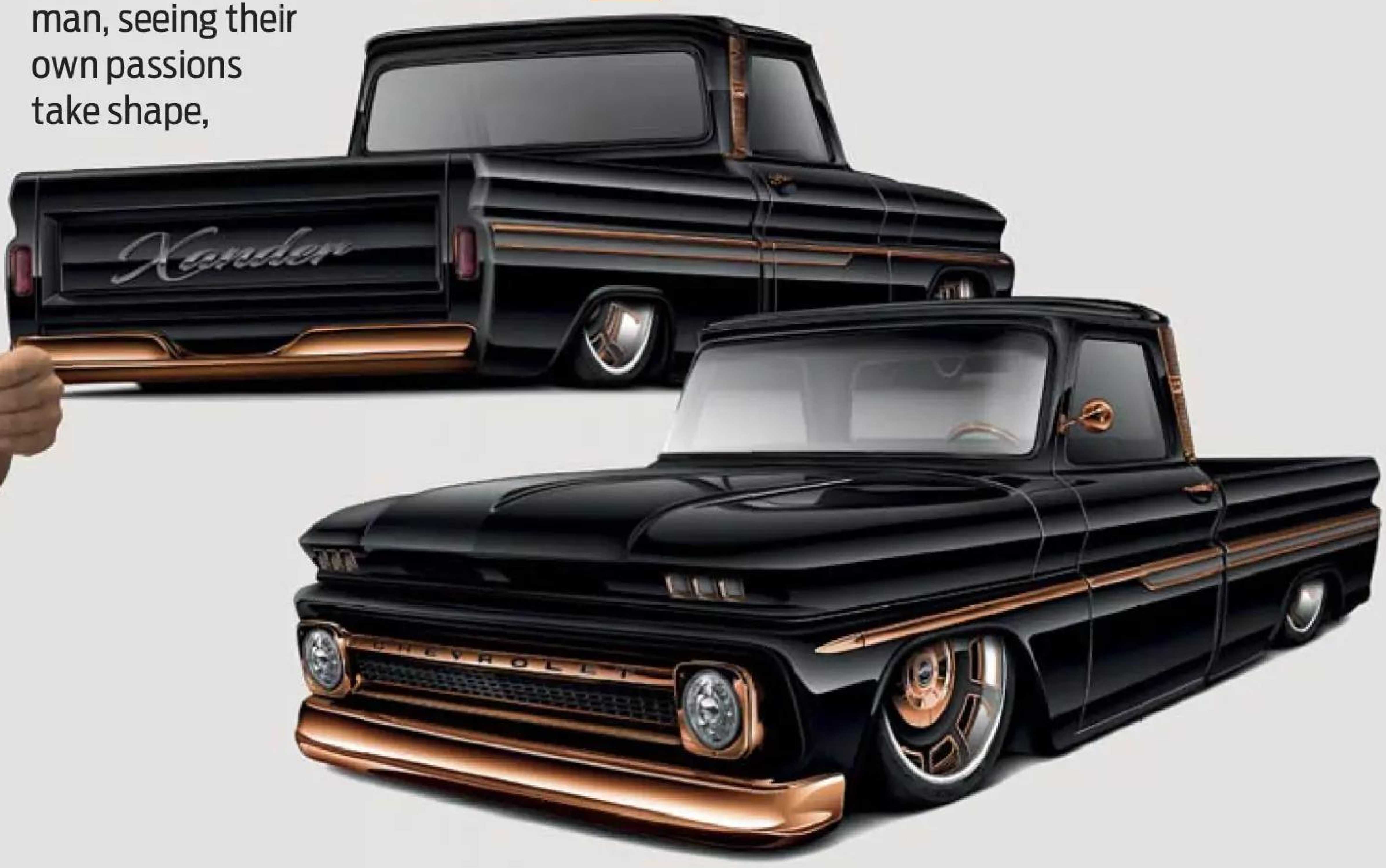
This time around though will be quite different from the usual mad dash, energy-soaked SEMA all-nighters. This time I really want to soak it all in and enjoy each and every second with my kiddos side-by-side turning wrenches and bringing something old to life again. I let my oldest (Lincoln Alexander, who is 10-years-old now) come up with a name for this next adventure. He chose "Xander & Sons Garage" as our build, and we want to get our readers here involved in as much of the process as possible. So this issue, YOU will help us pick a color/theme for the build!

Do we go with our sort of "signature" color scheme and stick with the black and copper look? Or do we go grey/black and copper? We'd love to hear from you guys with your thoughts! Shoot us an email with your ideas on which direction we should head. I will be sure to read each one to my son, so feel free to get your kiddos involved in the action too.

Who knows where this will all lead? One thing is for sure though, I'm loving every bit of this time together! Seeing your son grow into a fine young man, seeing their own passions take shape, and watching them conquer and overcome is so dang rewarding! Stay tuned, and we'll see where this project goes. If you happen to have a little one around who loves drawing trucks and cars, and/or loves wrenching on them, send me some of those pictures and let's see what you're all up to as well. We love and appreciate the continued support and will be working on some special "father and son" tribute articles, so definitely email in your pics and stories to **alexandermediainc@gmail.com**. Who knows? Maybe a few of them just might find their way onto these pages! C10

> Seeing your son grow into a fine young man, seeing their own passions take shape, and watching them conquer and overcome is so dang rewarding!





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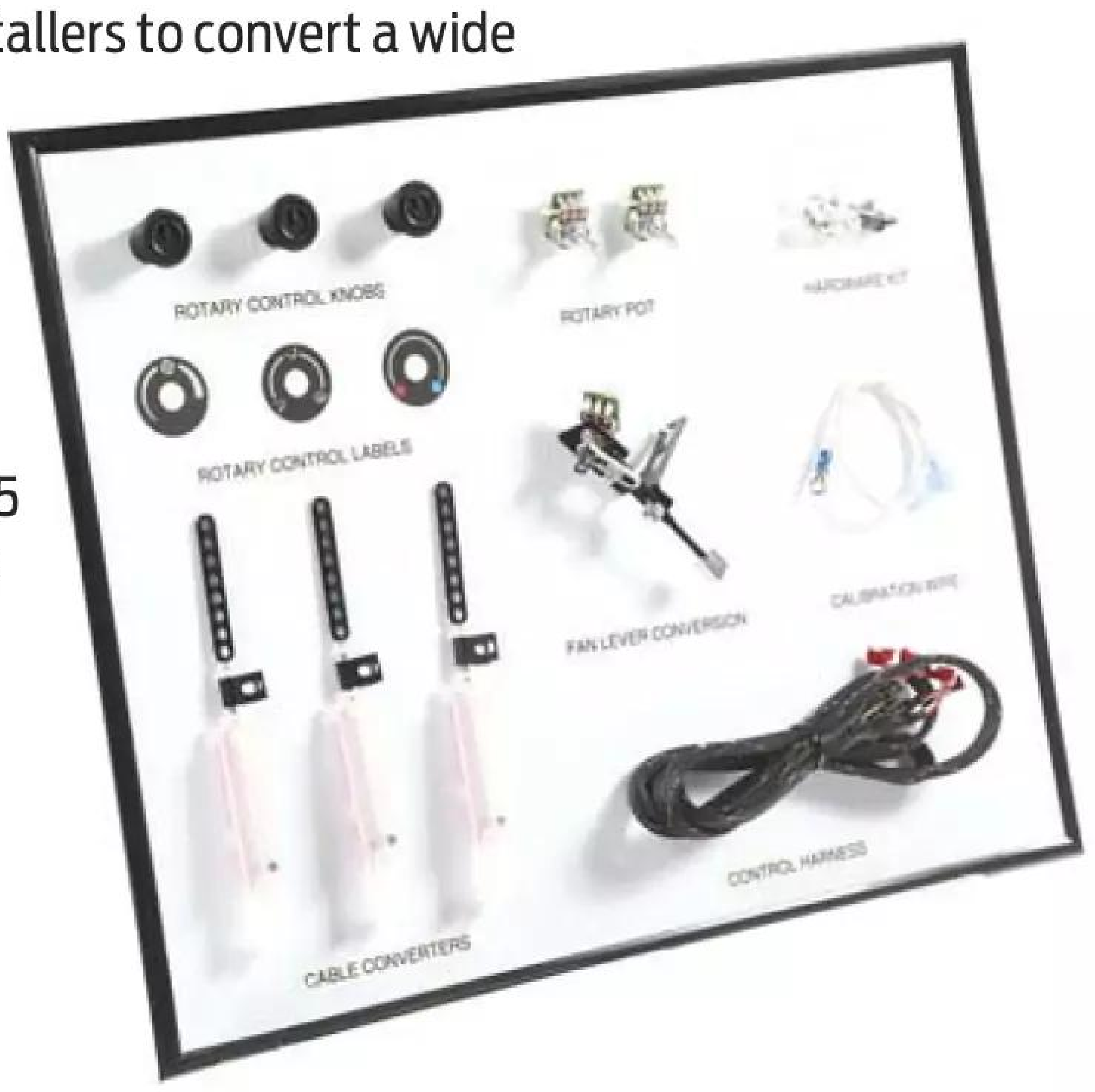
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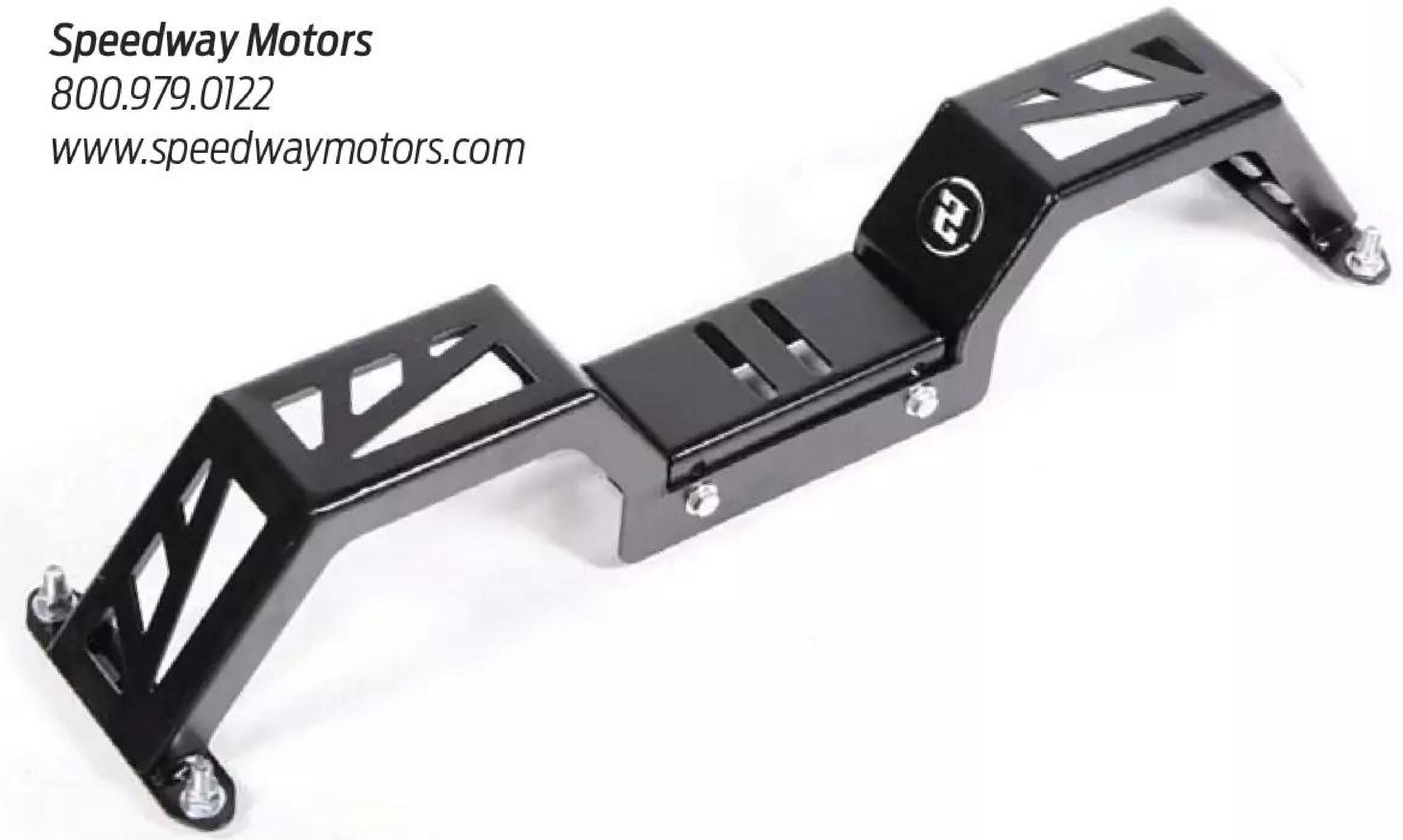

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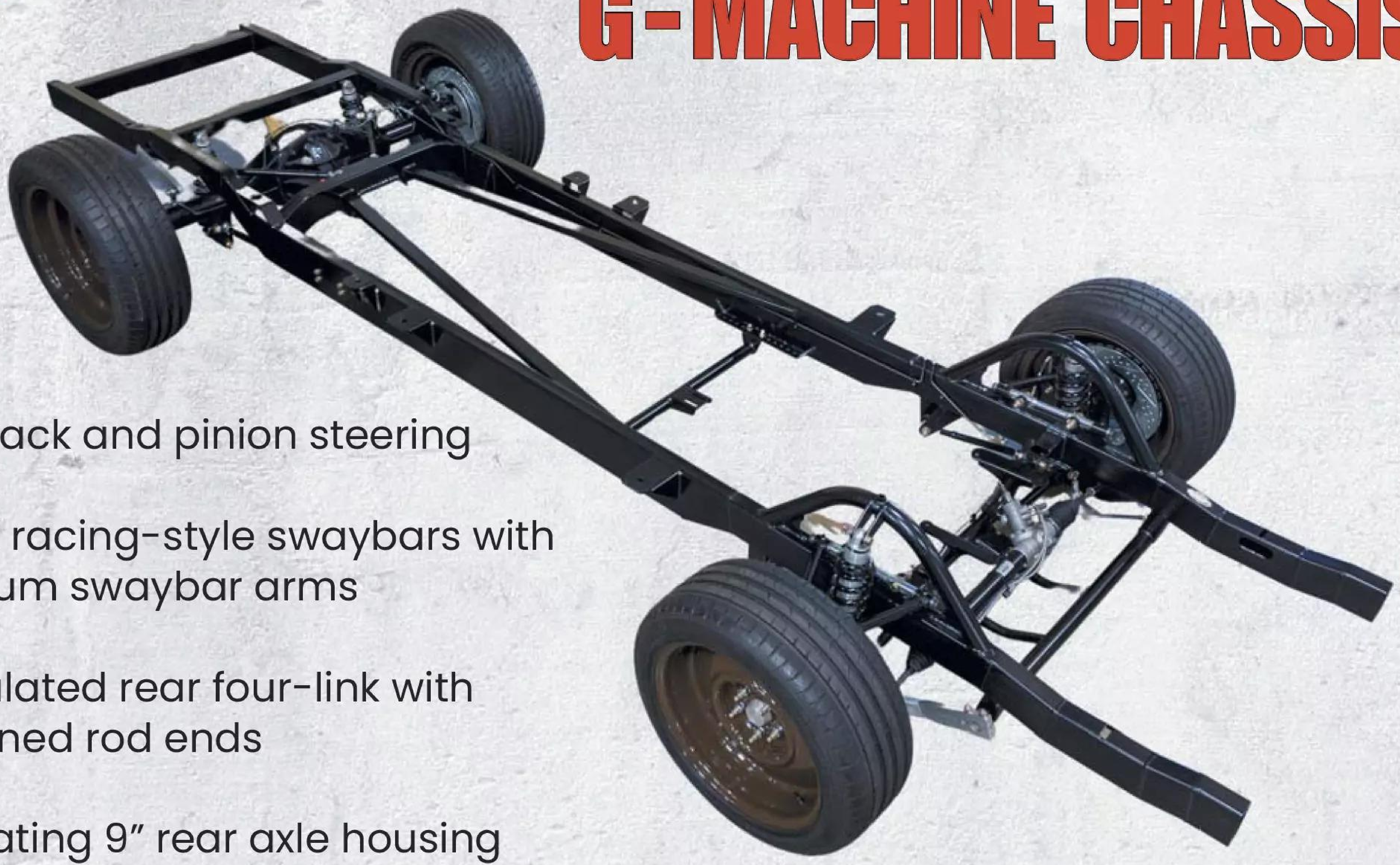

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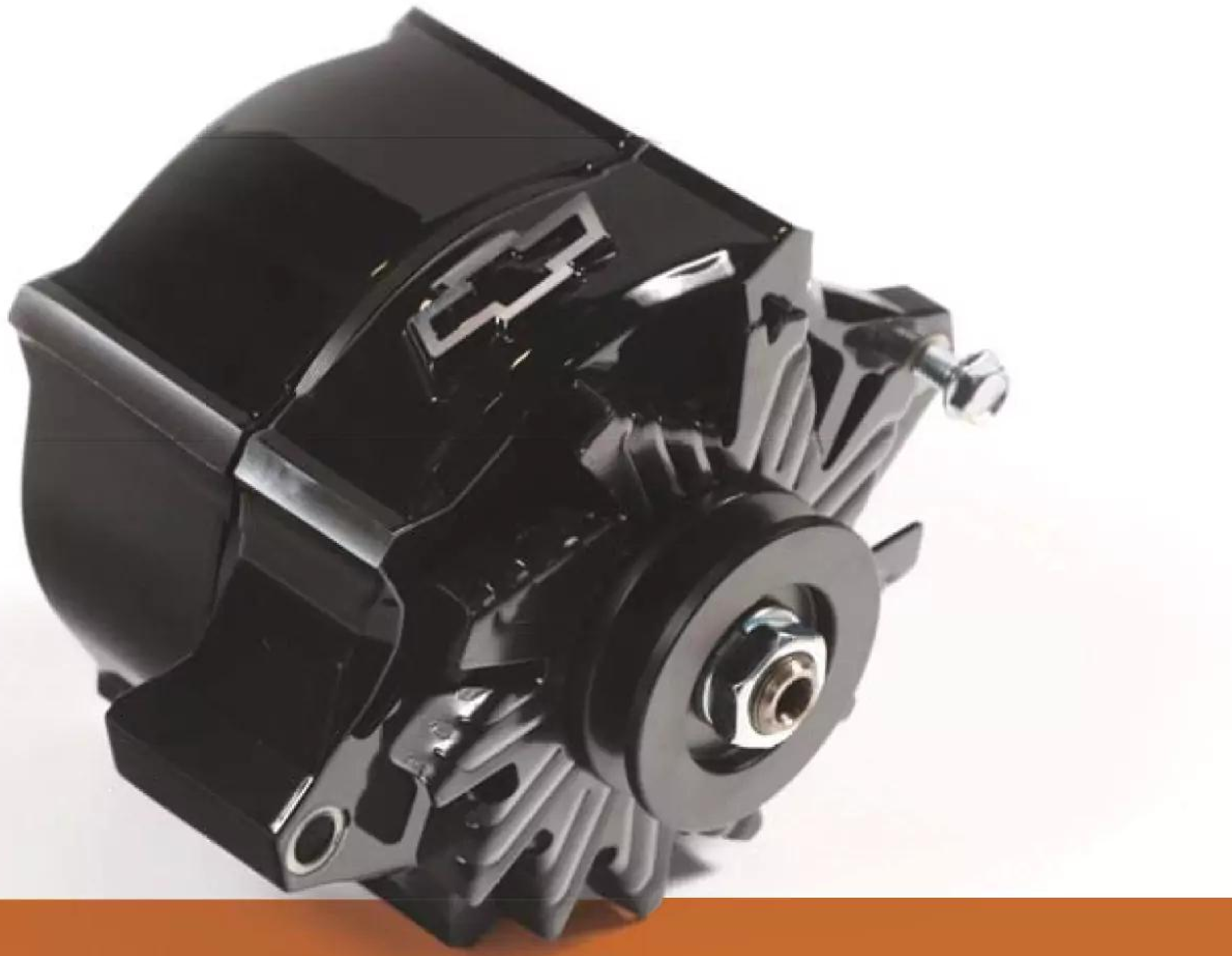
Product Showcase

Slant-Edge Alternator with Chevy Bow Tie Emblem



PROFORM PARTS HAS DESIGNED ITS SLANT-EDGE alternator to fit any Small-Block and Big-Block Chevy V-8 engine. While this alternator offers superior performance, it can also be dressed to impress with 11 different finishes available. Show here is the Liquid Black option that features a 3D Bow Tie emblem. Shop for and purchase one exclusively from Summit Racing!

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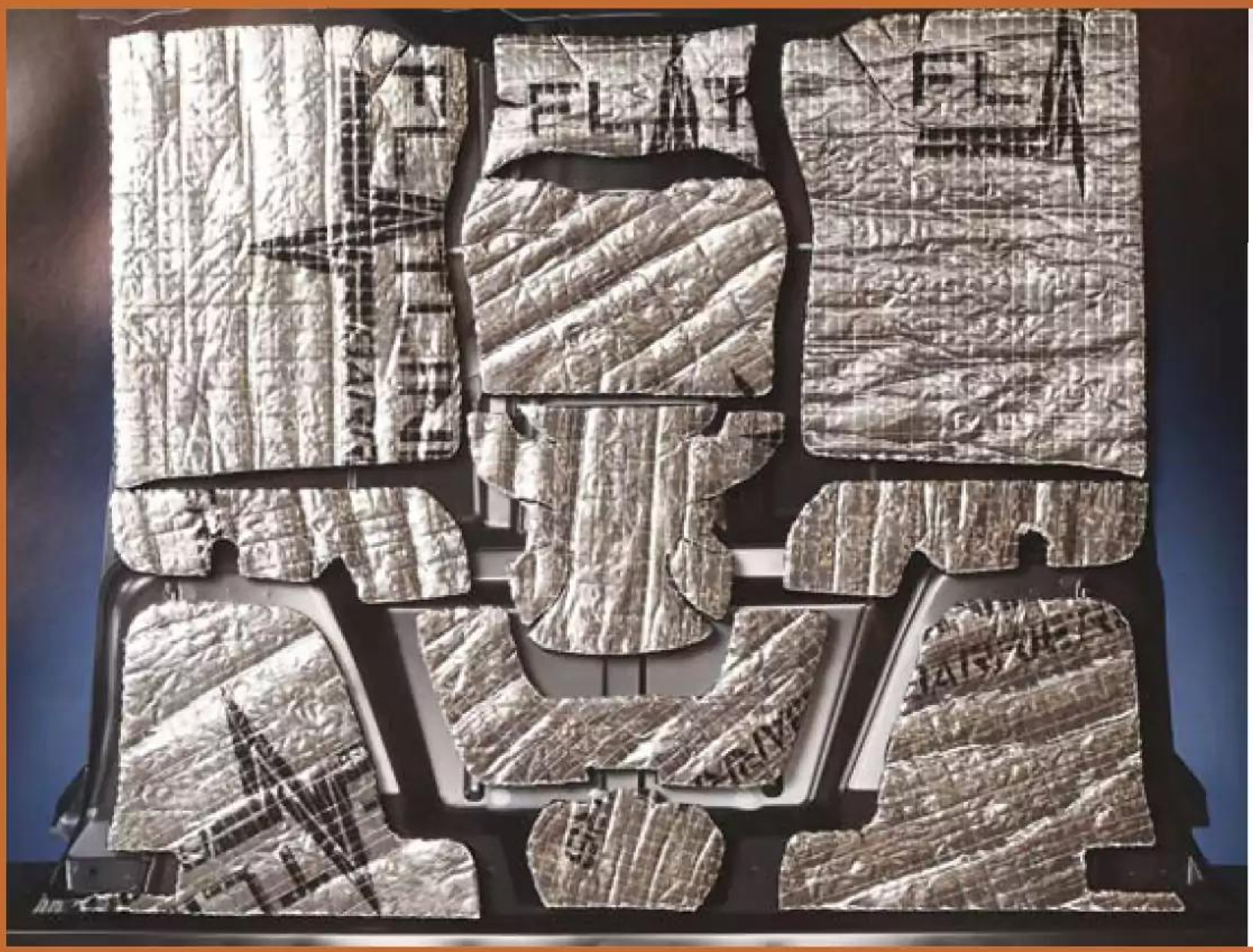

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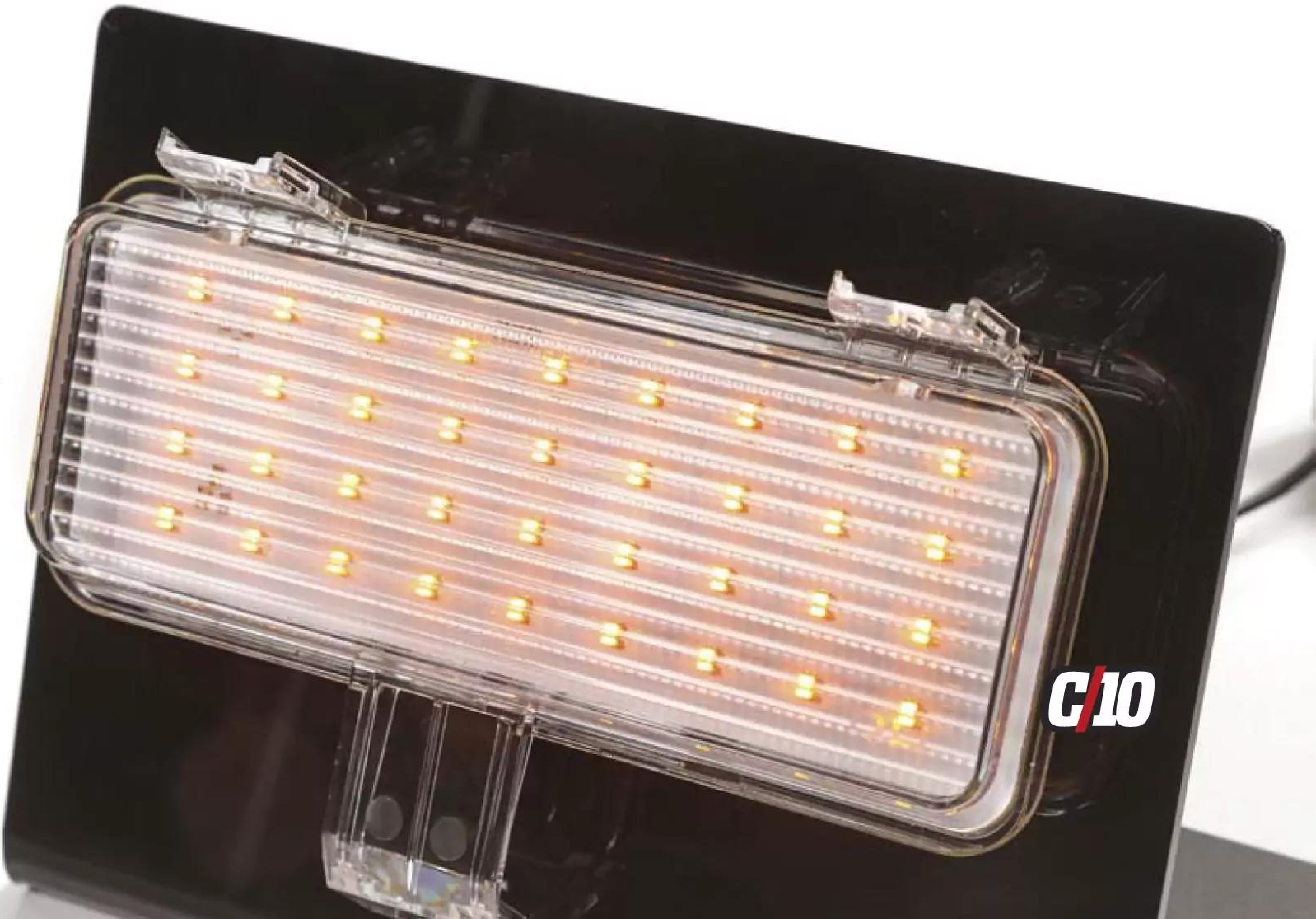

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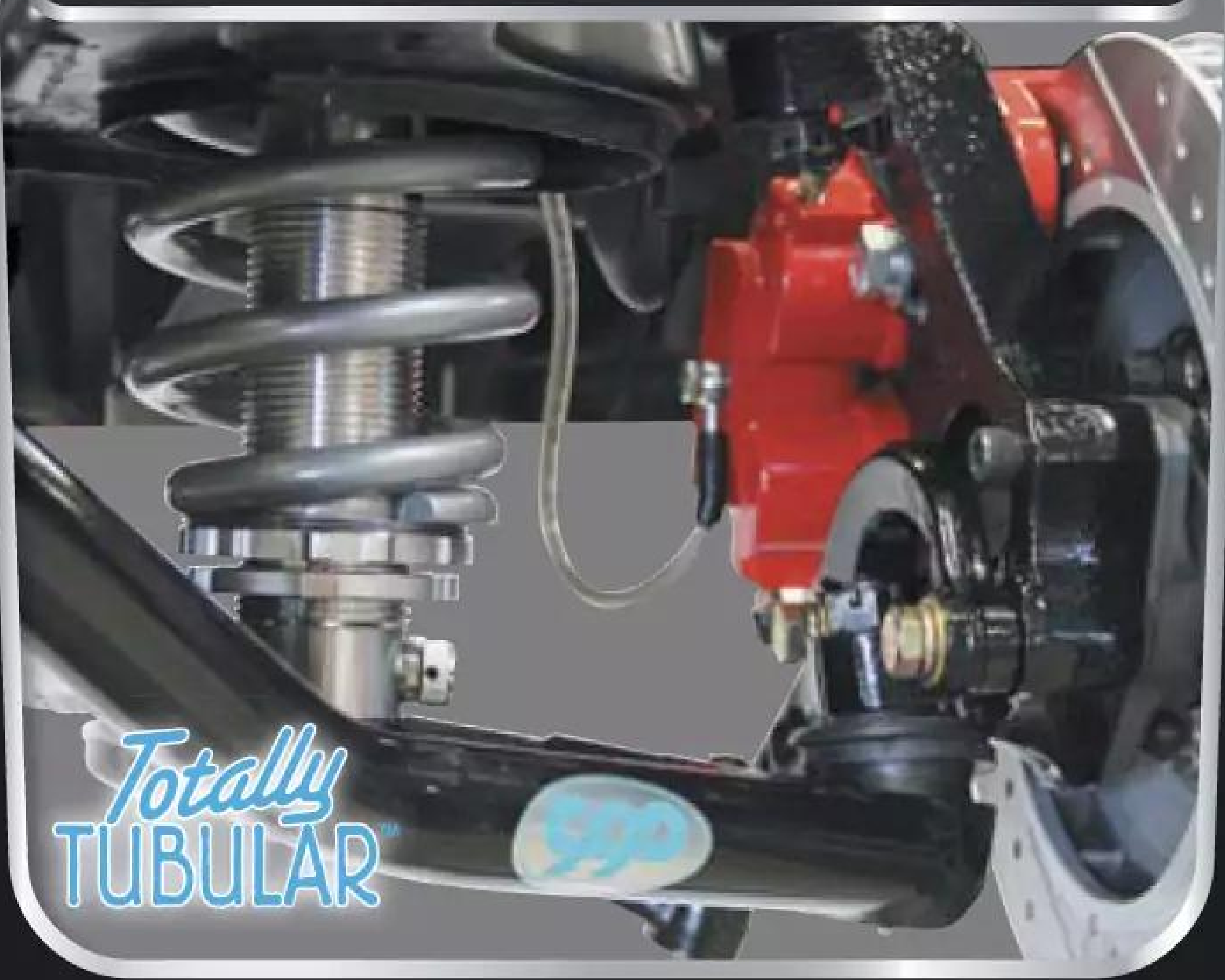
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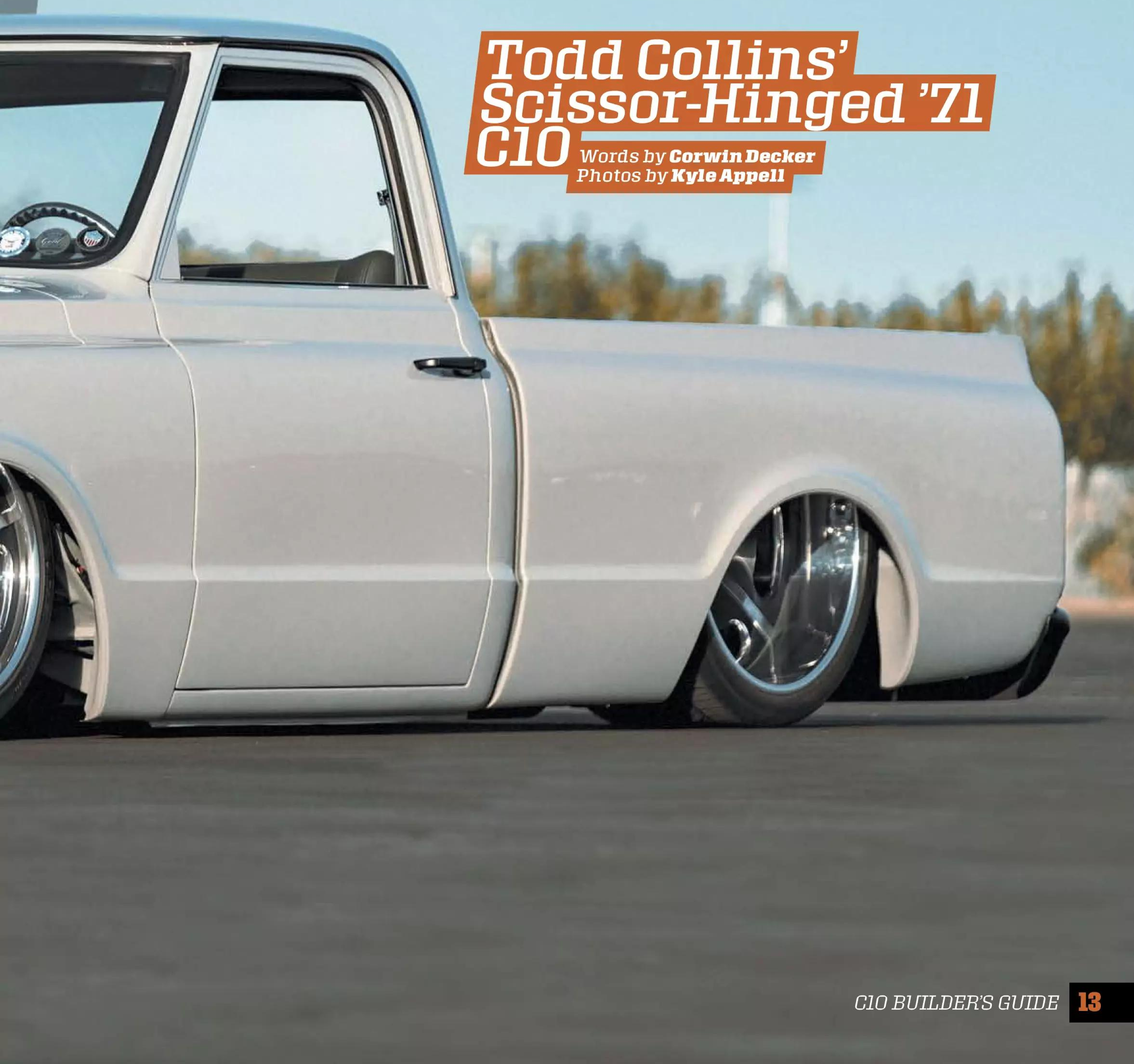
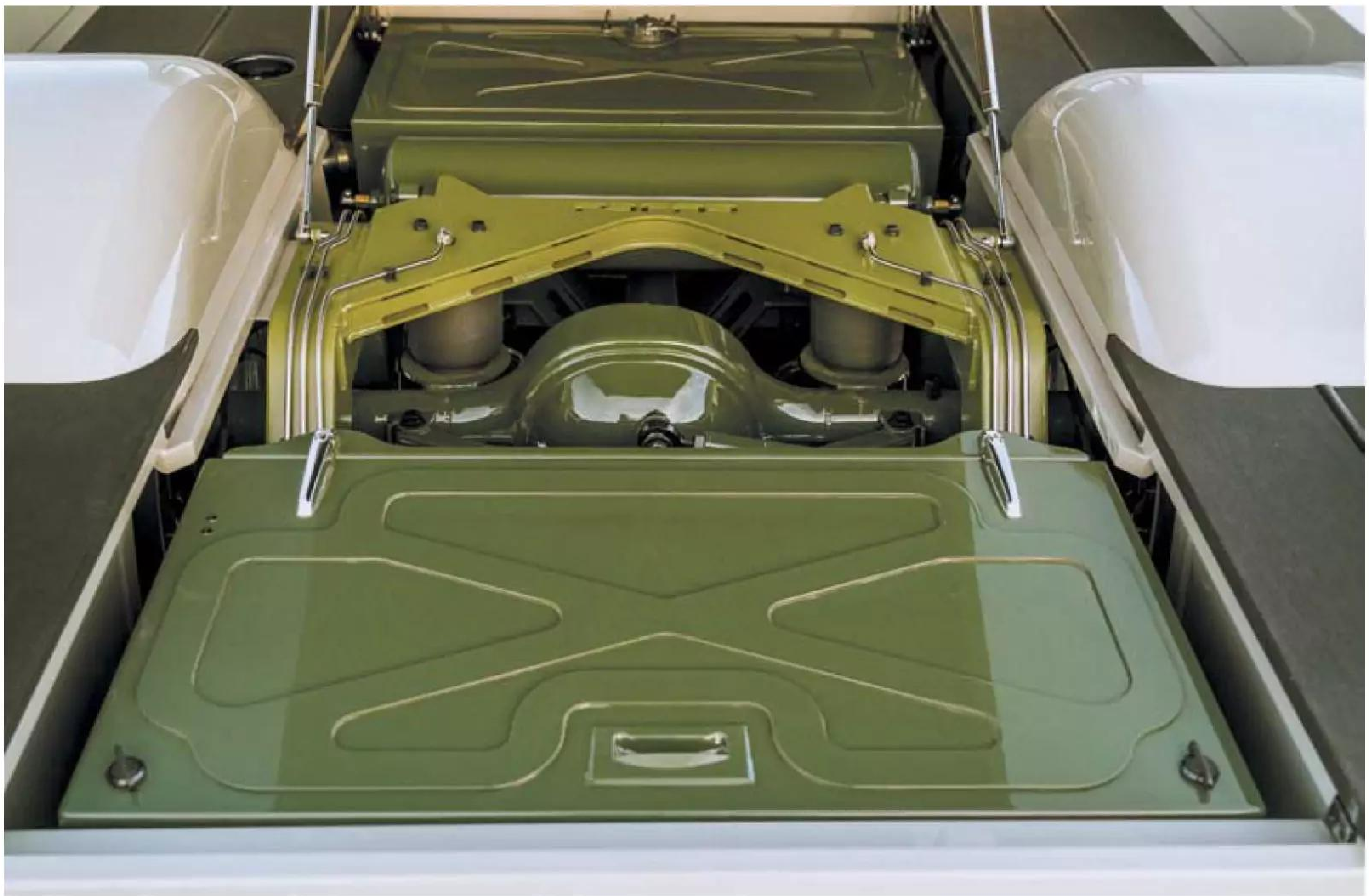
DOWN UNDER

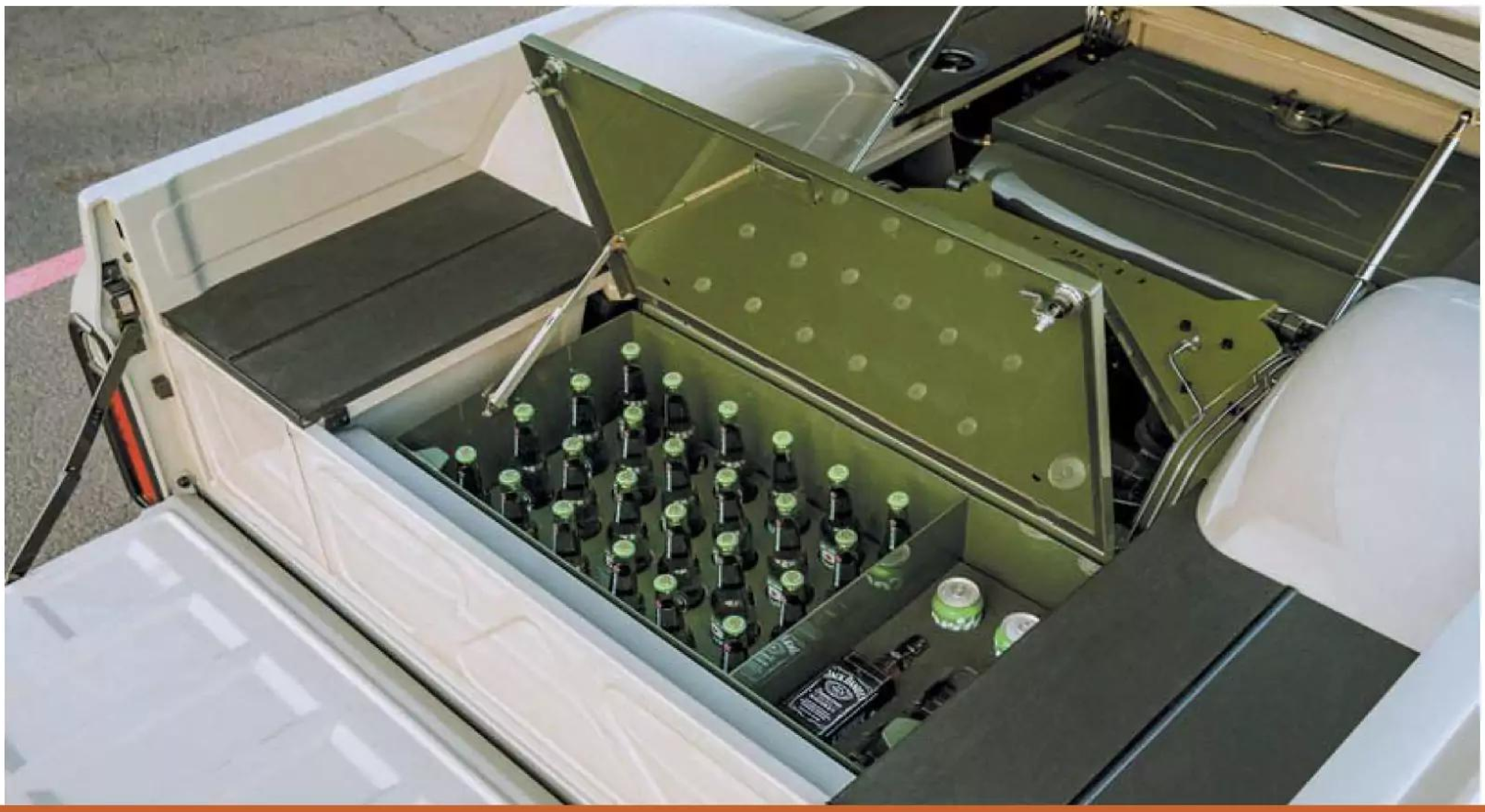
Todd Collins' Scissor-Hinged '71 C10

Words by **Corwin Decker**
Photos by **Kyle Appell**



WHEN MOST FOLKS DREAM OF BUILDING A CLASSIC CHEVY truck, they think of patina, a swap meet small-block, and maybe an air ride setup. Todd Collins from Palmerston North, New Zealand, however, had something else in mind. His 1971 C10 is a scissor-hinged, beer-cooler-bed, full-frame-custom kinda ride—and it's turning heads from the Beach Hop show in New Zealand all the way to SEMA. Todd always wanted to build a C10, so he linked up with Kruzin Kustoms to lay out a plan and get to work. What came out the other end after 2-1/2 years is a wild blend of old-school charm and modern fabrication that looks factory clean but hits hard in every custom category.

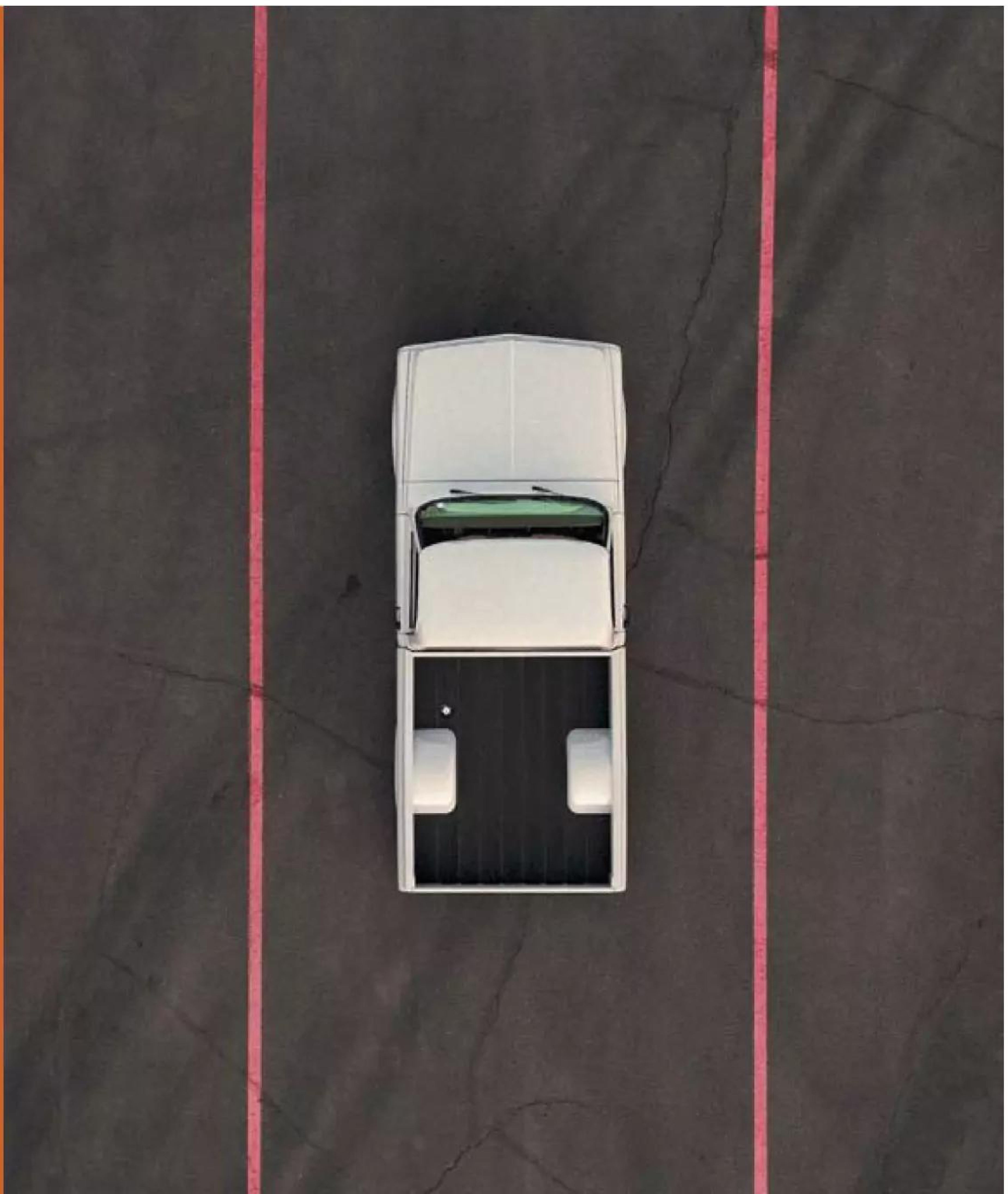




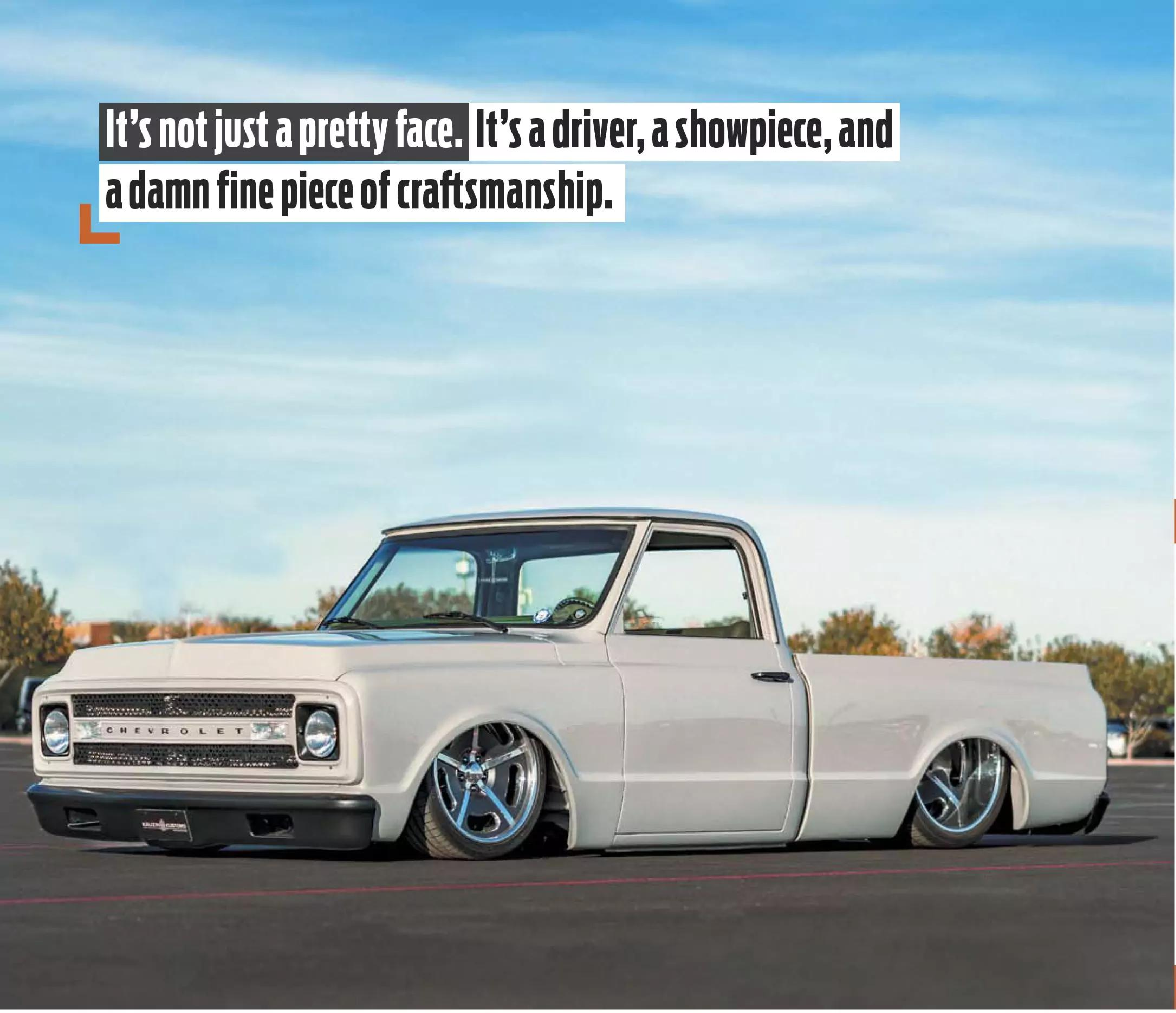
BUDNIK WHEELS

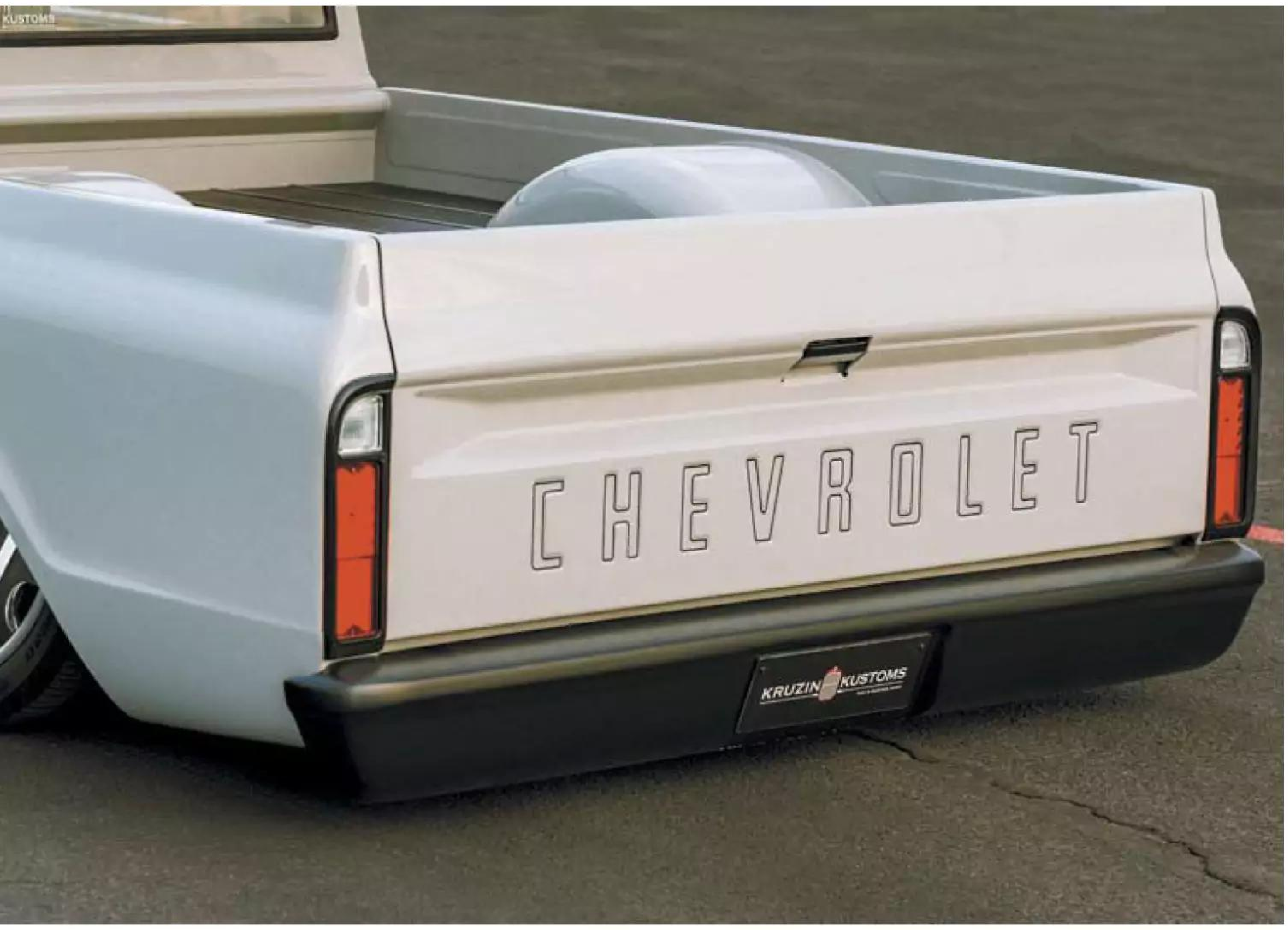
MODERN MUSCLE MEETS OLD METAL

Under the hood is a modern 6.2L LS V-8 from a 2020 Chevy that is hooked to a TCI 4L80 trans and converter. The mill breathes through Ultimate Headers Block Huggers, and dumps into a 3-inch stainless system. A billet drive system keeps the front of the engine tight, and there's even a custom cold air box to keep things cool. The power heads back through a custom 2-piece driveshaft with a billet hanger bearing, into a Ford 9-inch rear with 3.25 gears and limited-slip. Wilwood 6-piston 13-inch brakes up front and 12.19-inch discs at the rear handle stopping duties with hydroboost backup.



It's not just a pretty face. It's a driver, a showpiece, and a damn fine piece of craftsmanship.

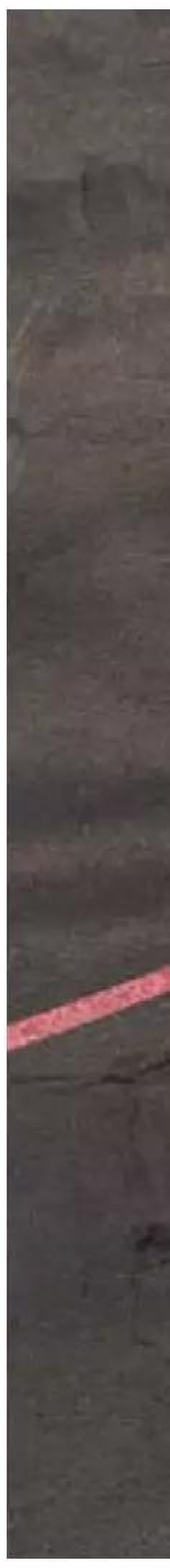




SLAMMING WITHOUT SACRIFICING STYLE

The chassis is next-level. A Heidts IFS front clip was grafted two inches up into the frame. The back? A Porterbuilt Fab rear clip—fully laid out and ready for the show or the strip. The frame rides on Firestone air bags, Ridetech Shockwaves and shocks all around. It's adjustable, it's clean, and it lays frame just right.

The body has been shaved down clean—no badges, no trim, no scuttle (wiper) panel. Even the deck has been tricked out with Kruzin Kustoms scissor hinges, revealing a beer cooler and a smoothed-out



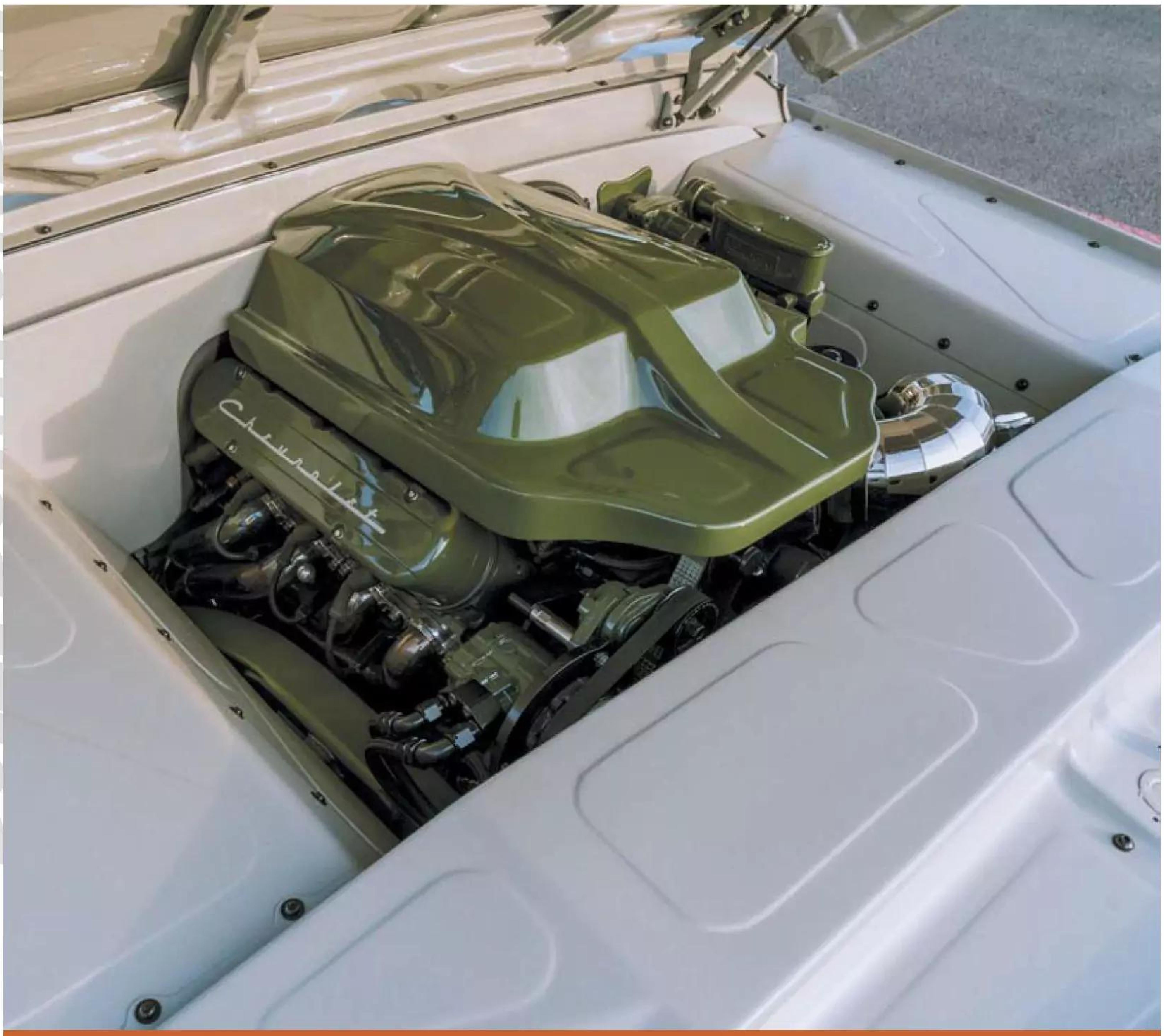
bed floor underneath. Chalk white paint keeps it timeless. It's the details that seal the deal.

ALL CLASS—INSIDE AND OUT

The cab is simple but rich. A leather bench in green upholstery stitched by Elite Motor Trimmers in Hamilton sits under a clean dash with Budnik gauges and a JVC sound system. Todd wanted it clean, simple, and functional—and that's what he got.

From winning Top 5 at Beach Hop New Zealand (twice) to showing out at SEMA 2023 and Dino's Git Down, Todd's truck has made waves across the globe. It's not just a pretty face. It's a driver, a showpiece, and a damn fine piece of craftsmanship.

BUILT DOWN UNDER



1971 CHEVY C10

OWNER
TODD COLLINS
- 1971 Chevrolet C10
- Palmerston North, Manawatu, New Zealand

ENGINE & DRIVETRAIN
- 2020 Chevy 6.2L LS V-8
- Ultimate Headers Block Huggers
- Billet Specialties front drive system
- Custom cold air box
- TCI 4L80 transmission with shift kit
- Lokar AxiShift shifter
- TCI converter
- Ford 9-inch rearend with 3.25 gears and limited-slip
- Custom 2-piece driveshaft with billet center hanger

CHASSIS & SUSPENSION
- Heidts IFS with custom tube crossmember grafted 2 inches into chassis
- Porterbuilt Fab rear clip
- Firestone Air bags
- Ridetech Shockwaves and shocks
- Custom alloy fuel tank

BODY & PAINT
- Chalk White paint by Justin @ Kruzin Kustoms, Palmerston North
- Shaved indicators, scuttle (wiper) panel, trim, badges
- Kruzin Kustoms scissor-hinged deck
- Smoothed bed with hidden beer cooler

INTERIOR
- Bench seat with green leather upholstery by Elite Motor Trimmers, Hamilton, New Zealand
- Budnik steering wheel
- JVC stereo

WHEELS & TIRES
- US Mags 'Rio Grande' wheels – 20-inch front and 24-inch rear
- 405/25/24 Pirelli tires (rear)

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LONE STAR THROWDOWN 2025

Words and Photos by **Joe Acevedo Jr.**

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Kilgore, Texas
389X

GET READY TO FEEL THE ground quake because Lone Star Throwdown didn't just roll through Texas—it shook it to its core. This isn't some laid-back, pop-the-hood Sunday cruise-in. This is LST—the wildest, loudest, most unapologetically hardcore truck show on the map. We're talking frame-dragging lows, tower-scraping highs, billet-shining clean, and everything in between.

And when Mother Nature tried to crash the party with a little Texas rain? We cranked the RPMs and rolled even harder. The fairgrounds in Conroe transformed into a truck lover's playground, packed bumper-to-bumper with insane custom rigs. From bagged and bodydropped street slayers scraping pavement, to lifted titans flexing sky-high on 28s and beyond, it was an all-out visual overload. But let's be real—the C10s stole center stage. These aren't just trucks—they're rolling testaments to passion and precision with their candy-coated paint, smoothed bays, custom frames, and interiors cleaner than most living rooms. Every squarebody told a story of long nights, last-minute wrenching, and heart-pounding first starts.

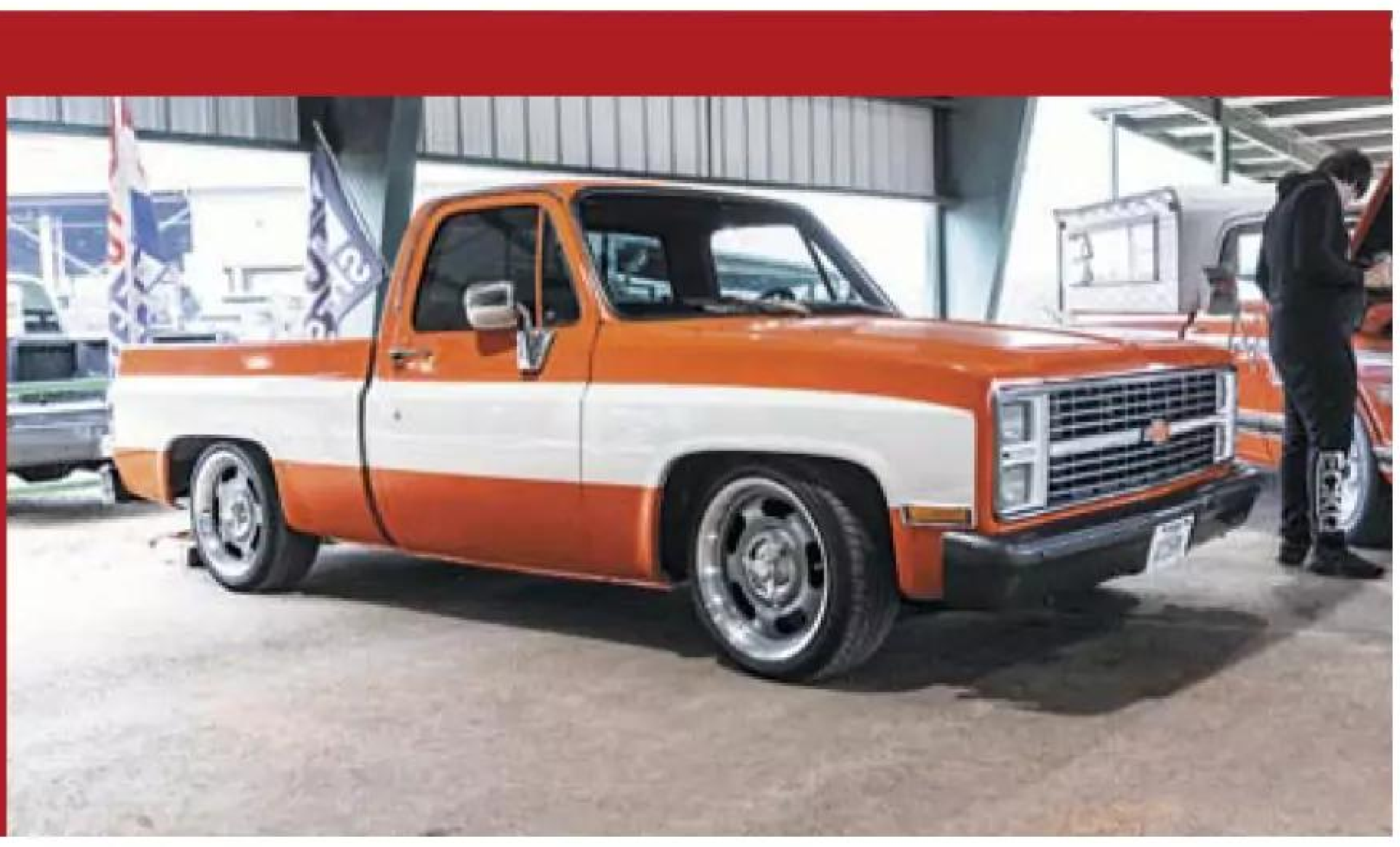
So what makes LST different? Everything! It's the creative current buzzing through the crowd, and the tension of deadline builds coming in hot off the trailer—still warm from final touches. It's the raw, unfiltered passion of the builders, the jaw-dropped expressions of fans, the echo of air compressors, and the deep growl of tuned exhaust bouncing off the fairground walls. LST pulls the best of the best from every corner of the country. Whether you're a seasoned shop or a self-taught weekend warrior, this is your stage.

And let's give it up for the C10s because the GM faithful brought the fire. These builds are more than nostalgia—they are modern masterpieces blending old-school vibes with next-gen tech and show-stopping details. With coilovers, air ride equipment, tucked wiring, and custom LEDs, this wasn't just a show—it was a showcase. The level of craftsmanship on display was absolutely unreal.

Couldn't make it this year? Don't sweat it because LST just announced a brand-new chapter in the saga—Classic Truck Throwdown is coming this summer in June. Expect the same high-octane energy, the same caliber of world-class builds, and another chance to be front and center for the baddest truck show in the game.

So here's your warning! Get to the garage, fire up that welder, and prep your ride now. Because at LST, you're not just showing a truck—you're making a statement. Mark those calendars, bring your A-game, and we'll see you at the Throwdown.

TEXAS
1 LOW 85



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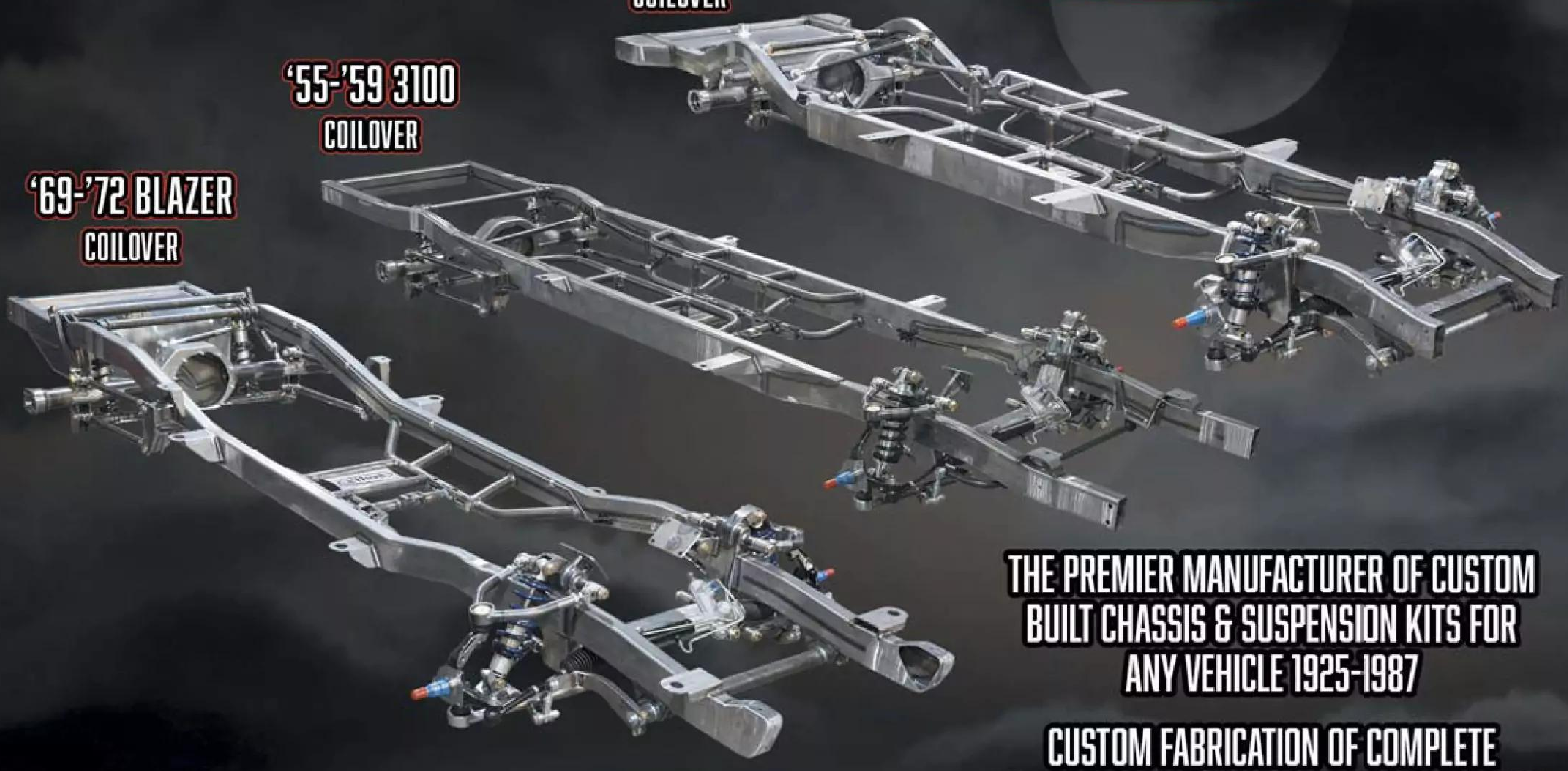
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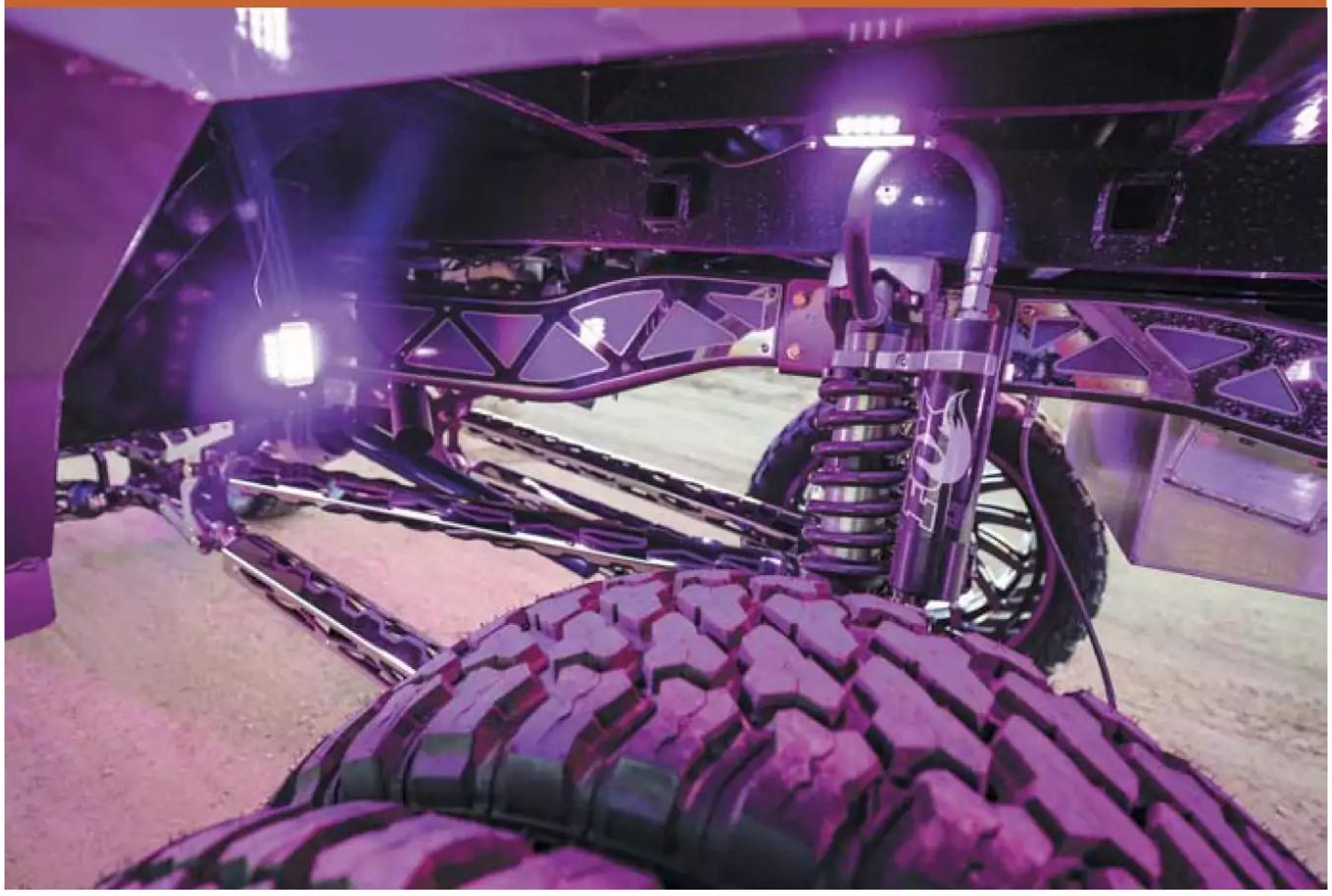
3-Month Thrash for SEMA

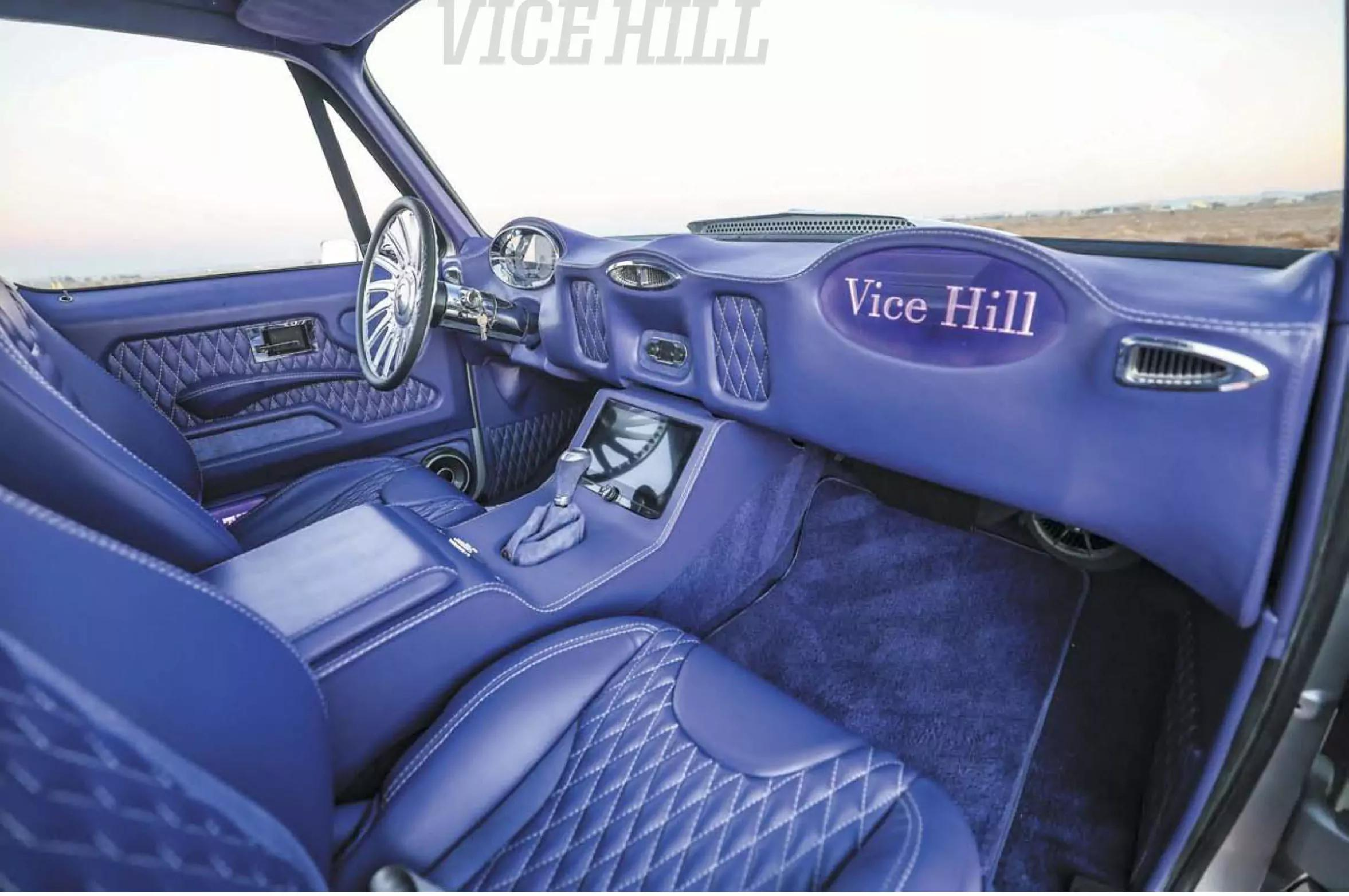
Words and photos by
Brandon Burrell
Burrell Images



FOR MOST OF us, seeing cool cars and trucks as a kid can shape what kind of gearhead we will become. Whether it's classics, customs, or exotics, we all have an early memory of seeing a vehicle drive by and we point and say, "That's mine!" For Mario Addison, growing up in the part of Birmingham, Alabama known as Vice Hill, he had seen several "old schools", as we know them as now, rolling around the block on a regular basis. He knew early on he had to have one of these cars when he was older.

If Mario's name sounds familiar, you would be right. He is a decorated NFL player, and even though he played for a few teams in his 12-year career after his college days playing for Troy University, he is most recognizable for his time with the Carolina Panthers. After a dozen years of playing time, he knew it was time to retire and move back to Alabama. Even as a dominating defensive player, Mario always knew that one day he wanted to own his very own custom auto shop. Playing in the NFL for so many years allowed Mario the ability to play around with several vehicles, most of them being the old school cars he loved growing up. He has built a few full-out customs over the years, including the Monte Carlo he had back in high school, which now has a supercharged LS3 and a 5th Gen Camaro interior in it. Now that he is retired from the NFL, he has even more time to be a gearhead. Mario started his shop, Built by Yo, where he wrenches on his own rides and those of his friends too.

Mario only had three months to decide on the look he was after, get the parts ordered, and get the truck put together. Years of training and practice in football taught him how to focus on the end result and make things happen.



In the middle of 2024, Mario had a conversation with Eddy Cebreco from Auto Metal Direct. Eddy told him to come out to SEMA to check out how big the custom automotive industry is. While most of us would take that as going to visit the show as a spectator, Mario took it as a challenge to bring a vehicle to what we all know as the Superbowl of the automotive world.

Knowing he had to do something over-the-top to stand out at SEMA, Mario opted to tear into his 1982 Chevy K30. For most people, years of work go into building a vehicle for SEMA, but unfortunately Mario only had three months to decide on the look he was after, get the parts ordered, and get the truck put together. Years of training and practice in football taught him how to focus on the end result and make things happen. He got together with his shop manager, Will Davis, and set a game plan into motion.

Knowing the truck had to have a massive presence, the first thing Mario did was drop the frame for the truck off with Rob down at Plan B Fab to build a custom chassis with 16 inches of lift, a custom 4-link, and a ton of Prismatic Illusion Purple powdercoating and polished overlays. Fox 2.5 reservoir coilovers and Ruthless Fabrication triple bypass shocks were used to make it ride good, while Ruthless Fab dual steering stabilizers were used to make it steer as smooth as stock. The axles were swapped for

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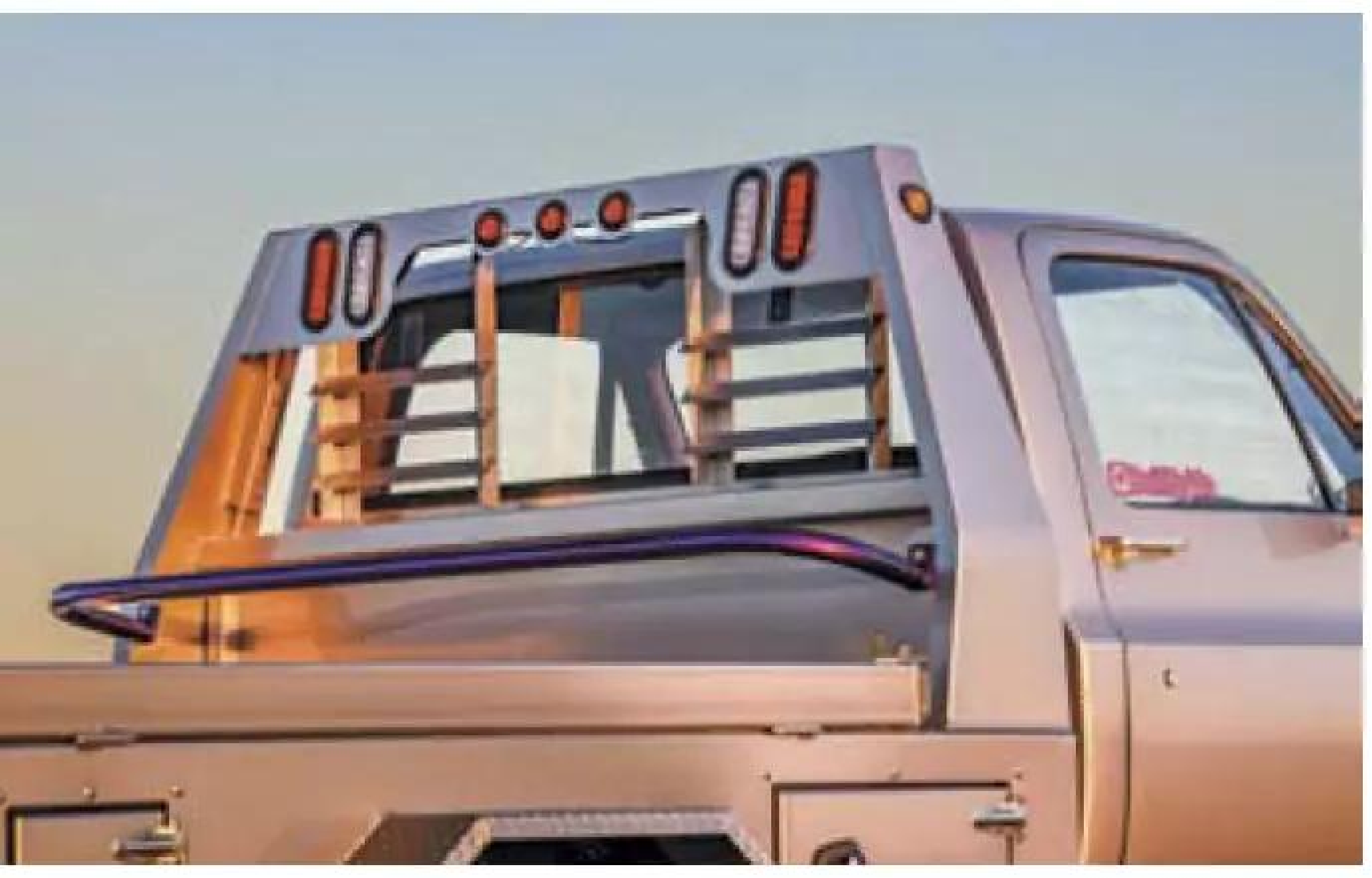
2017 Ford F-350 units, and the rear of the truck was converted to a dually to add even more presence. For rolling attire, 30x8.5-inch Forgiato 'Wade' wheels were selected and wrapped in 42x13.50-30 Fury Country Hunter tires. To make this custom chassis work stand out at night, a total of twenty-six Infinite off-road rock lights were wired in.

Once the chassis was done and the truck was transported back to Mario, it was time to get the body right. He reached out to Auto Metal Direct to get some new sheetmetal as well as all those small parts that need to be replaced on a vehicle this old, like the grille and bumpers. With the truck being a dually now, a standard fleetside bed wouldn't work anymore. To remedy the issue, Mario picked up a custom Bradford Built flatbed. This gives the truck a totally different look. Once the body was straightened as much as possible, the Silverado silver paint was sprayed in-house. To finish off the exterior, custom boat decking was added by Wake Cumberland Watersports on the floor of the new flatbed.

Once the chassis and body were done, it was time to put a drivetrain in that would move this beast quickly down the road. To accomplish this, Mario chose a 2019 Chevy LT4 and 10L90 10-speed transmission. Knowing he still wanted more power than that, the factory supercharger was swapped out for a Gen 5 Whipple 3.0L blower. The Entropy radiator, CVF front serpentine setup, Speed Engineering headers, Walbro 525 pump in the custom



1982 CHEVY K30

OWNER
MARIO ADDISON / BUILT BY YO
- 1982 Chevy K30
- Birmingham, AL

ENGINE & POWERTRAIN
- 2019 Chevrolet LT4
- 10L90 transmission
- Custom engine mounts
- Speed Engineering headers
- Custom exhaust with Borla Pro XS mufflers
- Gen 5 Whipple 3.0L
- Entropy radiator
- CVF front drive
- Walbro 525 fuel pump
- Racetronix fuel pressure regulator
- Speedway Motors transmission cooler
- SCS drop transfer case
- Motion Raceworks catch can
- Speed Engineering billet valve covers
- Engine work by Will Davis

CHASSIS & SUSPENSION
- Custom chassis
- 16-inch lift
- Custom 4-link
- Fox 2.5 reservoir coilovers
- Ruthless Fab triple bypass shocks, dual steering stabilizers, and 2017 F-350 axles front and rear
- Custom fuel cell
- Illusion Purple powdercoating with polished overlays
- Twenty-six Infinite Offroad rock lights
- Chassis and suspension by Plan B Fab

WHEEL, TIRES & BRAKES
- 30x8.5-inch Forgiato 'Wade' wheels
- 42x13.50-30 Fury Country Hunter tires
- Stock Ford F-350 brakes

EXTERIOR & PAINT
- GM Silverado Silver paint
- AMD sheetmetal, grille, and bumpers
- Octane Lighting headlights
- Bradford Built flatbed
- Custom boat decking on bed by Wake Cumberland Watersports

INTERIOR
- 5th Gen Camaro bucket seats
- Custom dash
- Dakota Digital gauges
- Forgiato billet steering wheel
- Kenwood head unit
- Custom door panels with two 6.5-inch JL Audio speakers
- Custom console
- Two JL Audio 10TW3 subs behind seats
- Starlight suede headliner
- Purple vinyl and carpet
- Interior and audio by Ultimate Audio, Lexington, SC

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Upgrade Your C10 Suspension for Improved Handling & Aggressive Stance

97180

1971 - 87 C10 ADUSTABLE CONTROL ARMS (PR)

(±3.0° Camber/Caster)

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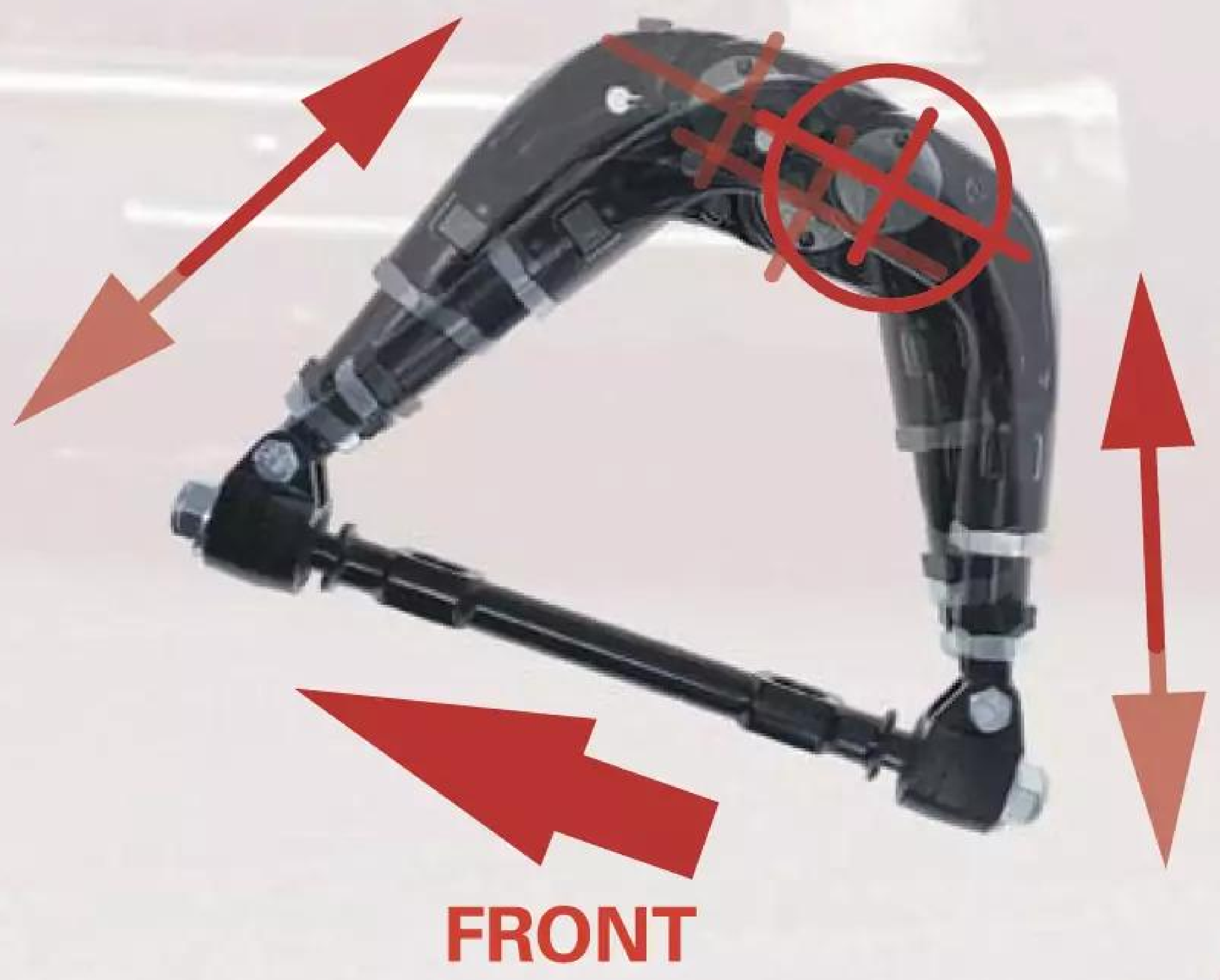
NEW!

97183

1963 - 70 EARLY C10 ADJUSTABLE CONTROL ARMS (PR)

(±3.0° Camber/Caster)

Easily adjust Camber / Caster on vehicle



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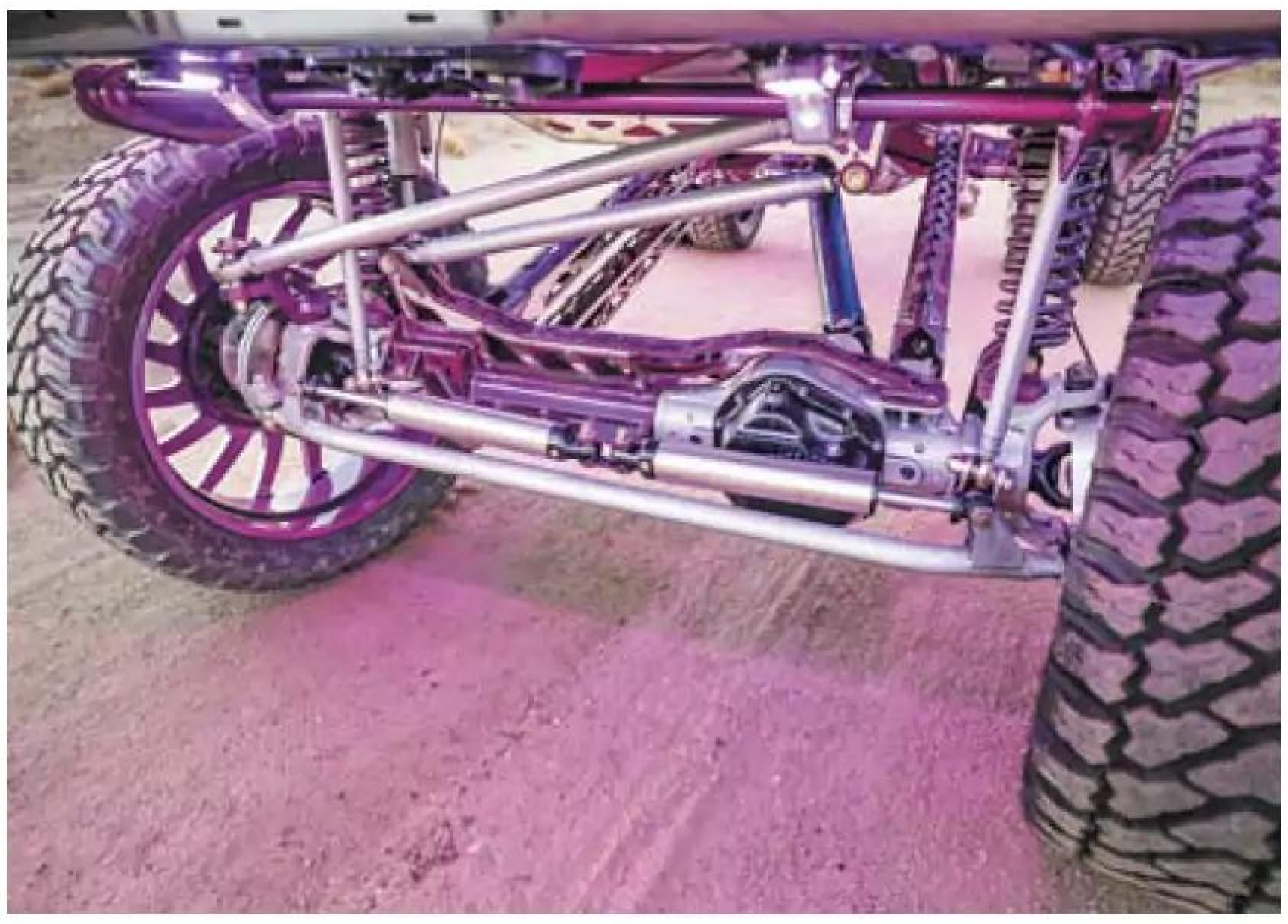
fuel cell, and the Racetronix fuel pressure regulator make sure it functions right. The Speed Engineering billet valve covers make it look good. Will Davis made sure every part of the swap meshed and operated well.

You can't build a truck of this caliber and not have a full custom interior. For that, Mario took the truck to his go-to interior shop, Ultimate Audio in Lexington, South Carolina. Shawn Arnold and his crew made quick work of this truck to make sure it would make it for its SEMA 2024 deadline. The Ultimate Audio team built a custom dash and console with a Kenwood head unit and Dakota Digital gauges to give the interior a one-off look. They also built all-new door panels that house two 6.5-inch JL Audio speakers in each door and a custom sub box stuffed with two JL Audio 10TW3 subs that fit behind the modified 5th Gen Camaro SS seats. All interior panels were wrapped in purple vinyl, while the purple carpet and purple suede starlight headliner tie it all together. The new steering wheel was a perfect match to the Forgiato wheels, and added a nice centerpiece to the interior.



Even though the short three-month timeframe would be extremely tight for most people, Mario and Will knocked it out in barely enough time. Long days and even longer nights in the shop made things work out. The truck debuted at the 2024 SEMA show and was front and center on the bridge between the Central and South Halls. The very next week, Mario had the truck, along with another one of his C10s, parked in the AMD booth at Dino's Git Down, which was where I met up with him to take the photos seen here.

Once the truck was back home, it was time to dial in those last few details that Mario didn't have time to do before the cross-country trip. This K30 is one of Mario's personal favorites, and will be seen at shows all over the country. Having his own shop and over 50 personal vehicles allows him to play with a wide variety of styles and levels of builds to rotate out at various events.

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Artist Profile

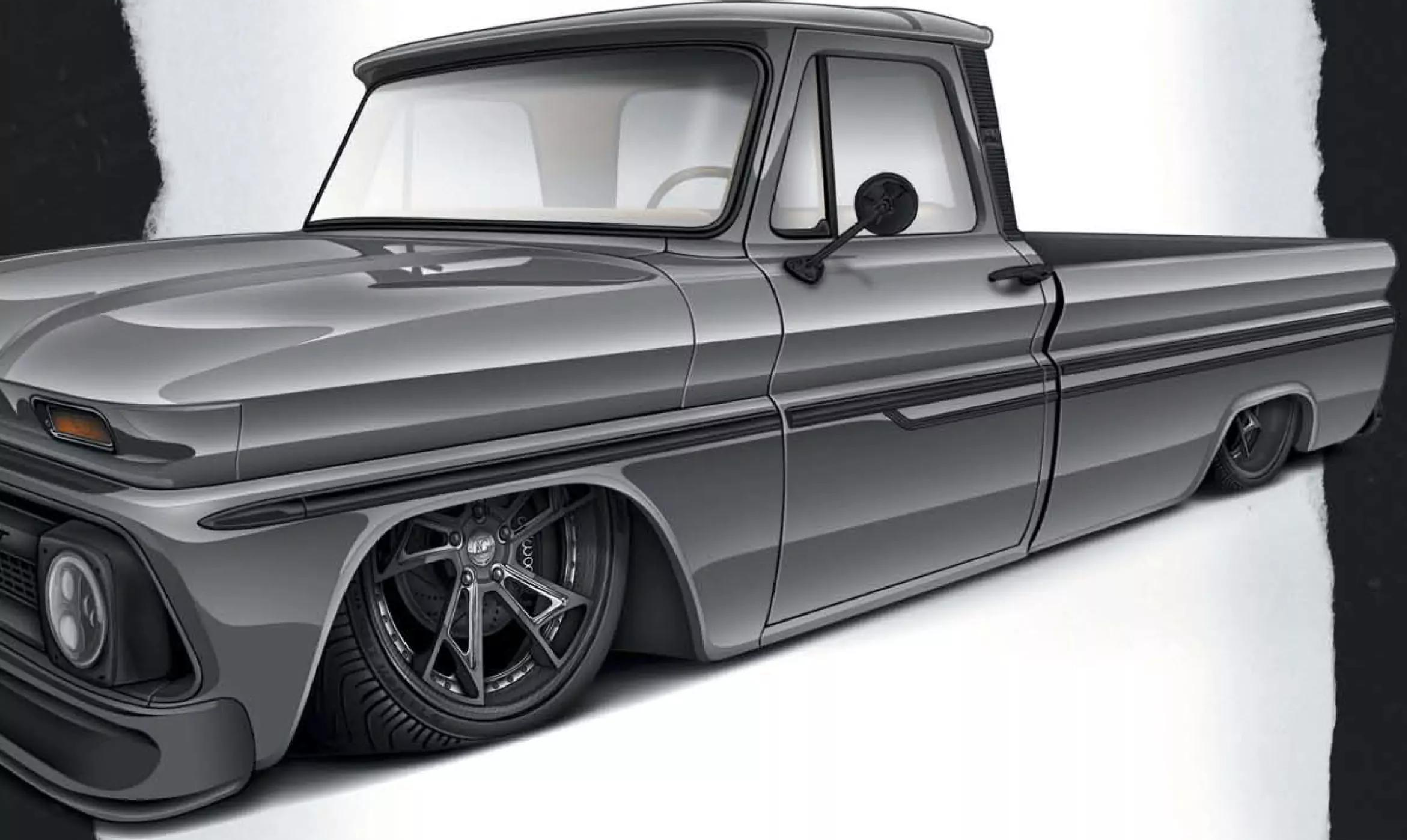
RENDERINGS BY TRISTAN

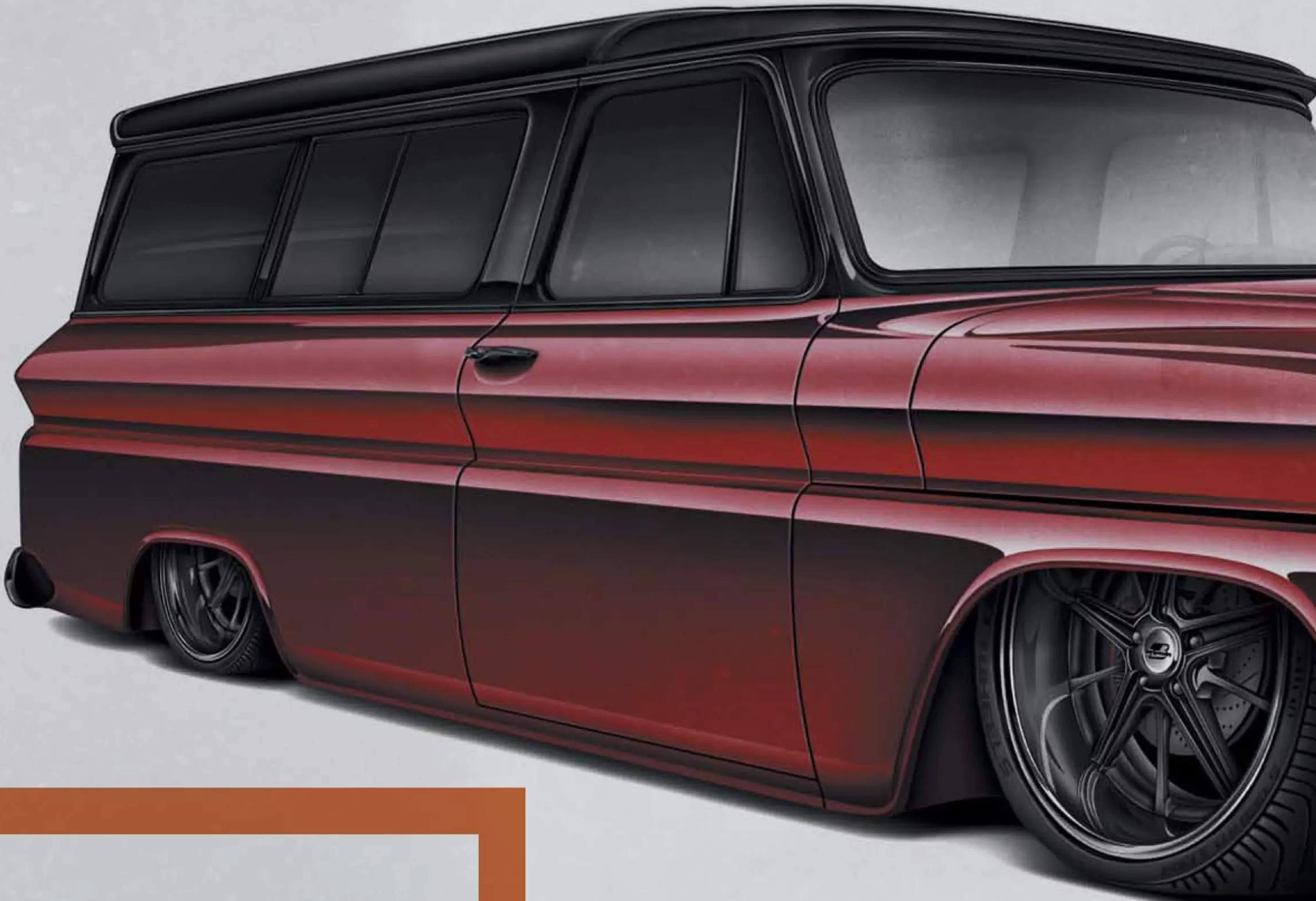
Words by **Mike Alexander**
Artwork by **Tristan Pengelly**

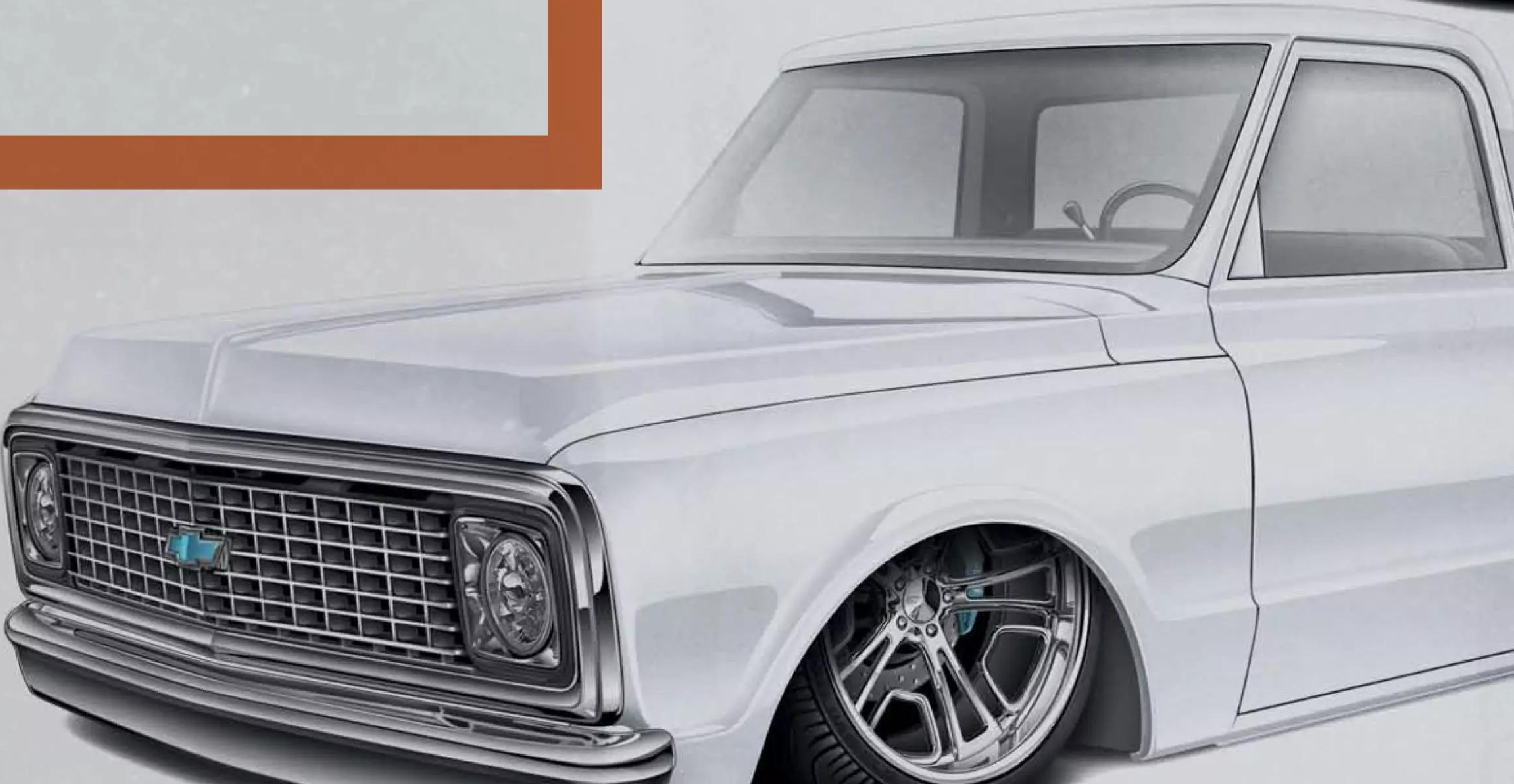
TRISTAN Pengelly has spent years blending and refining his creative art styles and love for custom car culture that began at the ripe age of 14 years old. By 15 he started rendering vehicles to show builders what their dream project could potentially look like. At age 16 he had accomplished his first magazine entry in a Canadian local hot rod magazine, and has been published numerous times since.

Renderings by Tristan began based out of Langley, British Columbia, Canada. As Tristan quickly grew a name in the automotive industry for another six years or so, he went out to chase yet another artistic dream of his – to become a prominent tattoo artist. Working hard and creating dynamic new school tattoos like the ones seen in this entry, he created a name in the tattoo industry as "Staynd Studio".

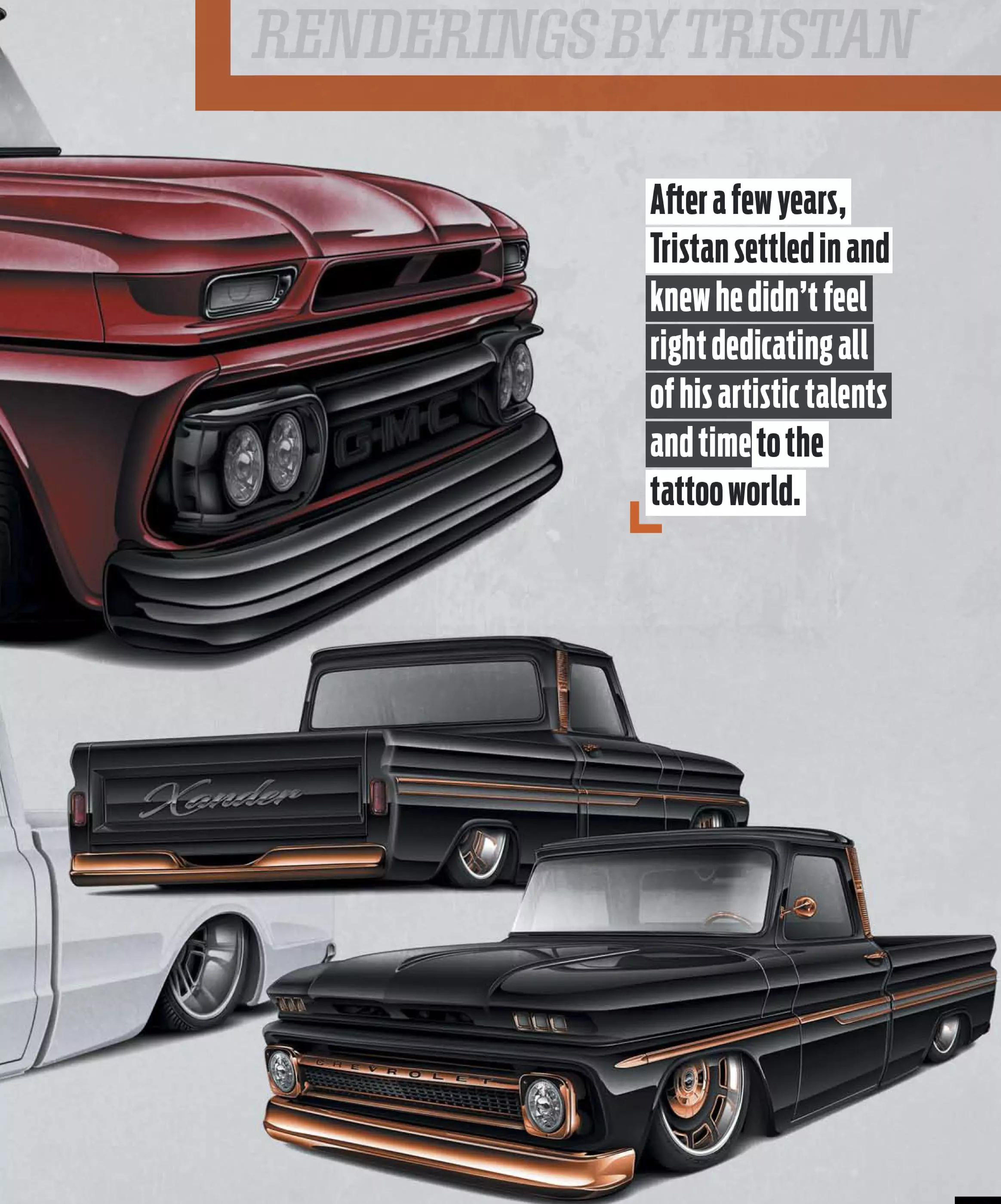
After a few years, Tristan settled in and knew he didn't feel right dedicating all of his artistic talents and time to the tattoo world. With much consideration, he decided that he could create a balanced schedule to fulfill both careers. RBT (Renderings By Tristan) was officially booted back up again with updated equipment and even more skill and talent than before. With a solid heritage and roots in the automotive industry, we know RBT is just getting warmed up for round two with plenty more to come!







RENDERINGS BY TRISTAN


GMC
Xander
CHEVROLET

After a few years, Tristan settled in and knew he didn't feel right dedicating all of his artistic talents and time to the tattoo world.

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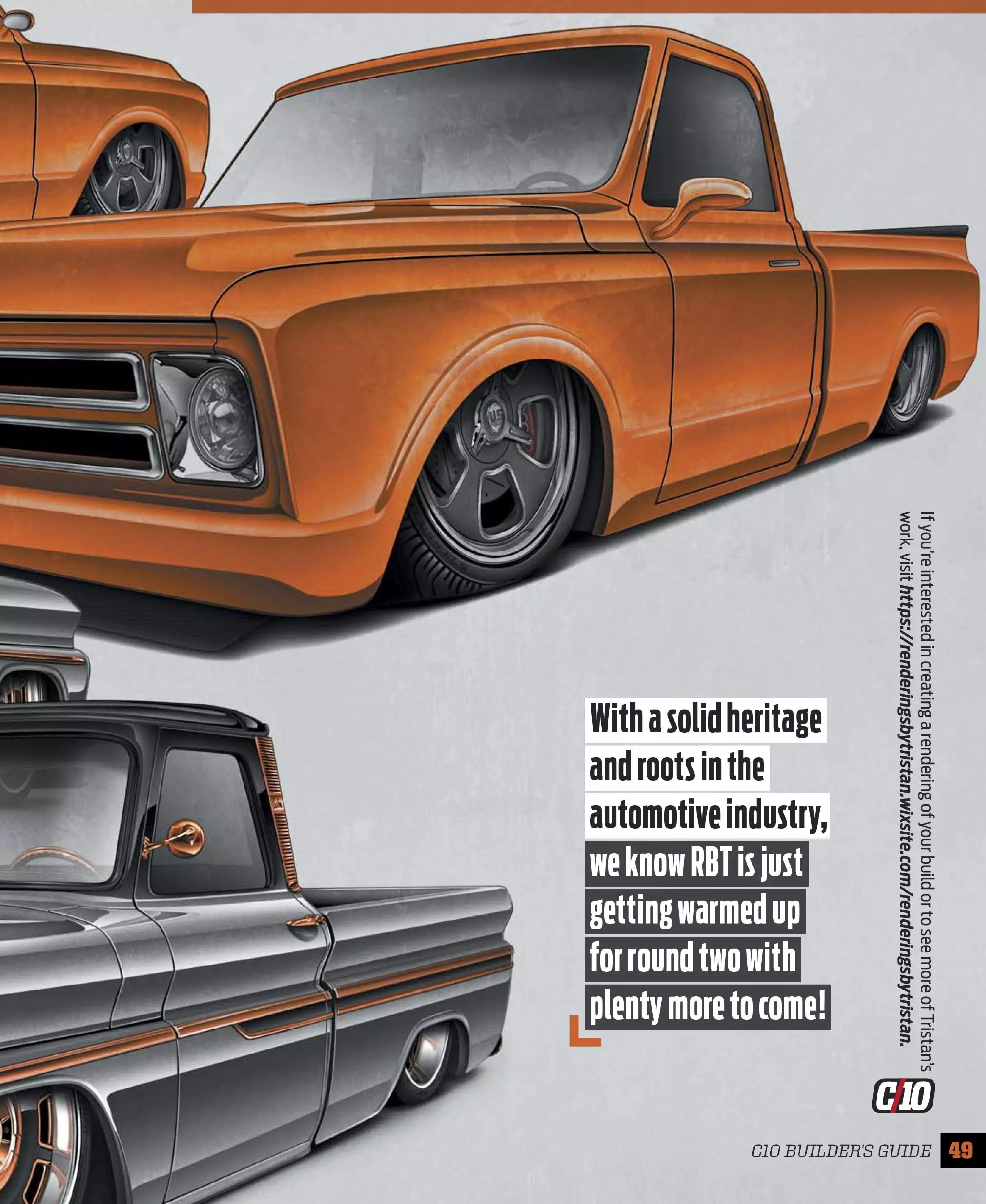


With a solid heritage and roots in the automotive industry, we know RBT is just getting warmed up for round two with plenty more to come!

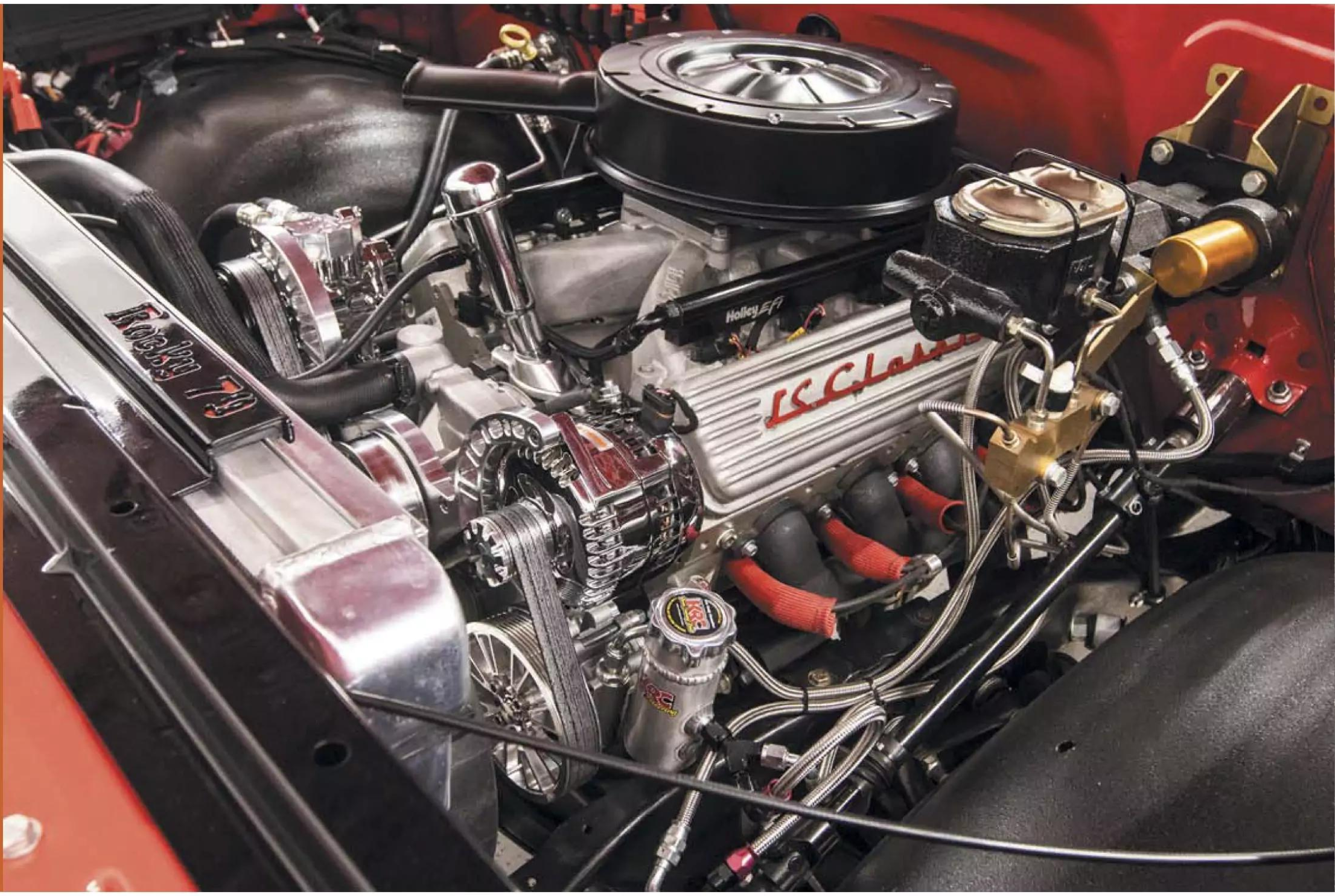
If you're interested in creating a rendering of your build or to see more of Tristan's work, visit ***https://renderingsbytristan.wixsite.com/renderingsbytristan.***

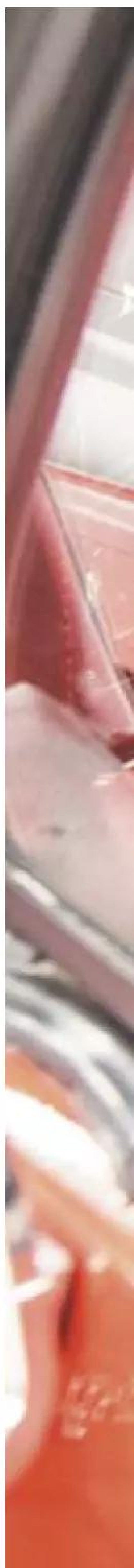
PROJECT RO

The Ultimate "Work Truck"

Words by **Chris Hamilton**
Photos by **Chris Hamilton** and **Mach1 Media**

OCKY





AFTER TWO years of dedication, long nights, and plenty of wrench time, Project Rocky, our 1979 Chevy C10, was finally completed and proudly featured on the cover of Street Trucks magazine. Now, we are able to share it with our C10 Builder's Guide readers! This project has been a true journey filled with challenges, lessons, and the support of an incredible team and industry partners who helped bring this vision to life.

The goal was clear from the start—take a tired 1979 C10 and turn it into a head-turning, road-ready machine. Stripping it

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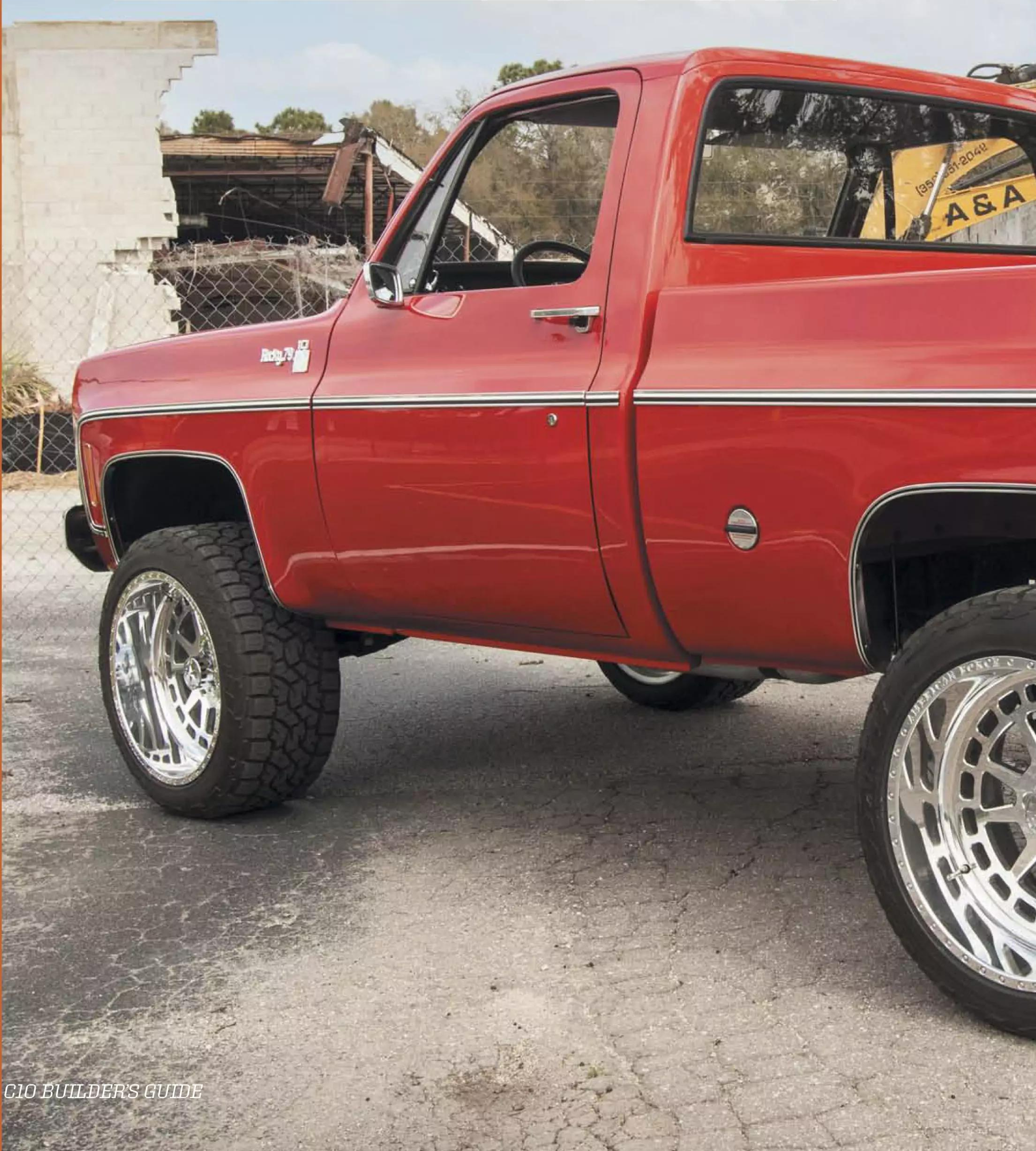
down revealed years of wear, but thanks to KBS Coatings and Rust Seal paint, we laid down a solid foundation with a tough satin-black finish to protect the frame. From there, we dove into the suspension, working with RockAuto.com for OEM components and BDS Suspension for the lift kit that gave Rocky its aggressive stance. 33-inch Toyo tires and American Force wheels were paired to make the most of the C10's positively altered frame. To keep that power in check, Performance Online provided a much-needed brake upgrade.

No build is complete without a strong heart underneath the hood, and for that, we turned to Summit Racing for a 5.3L LS crate engine. With accessories from Lokar Performance and CVF



VintageAir
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This truck isn't just a showpiece, it's built to drive—proving that classic American craftsmanship and modern performance can come together in one incredible ride.

Racing, everything fit together seamlessly, and when that Holley Terminator system dialed it in, Rocky roared to life in true LS fashion.

The details are what truly set this truck apart. Mar-K body-side moldings restored its classic character, while Classic Industries' fender well trim added that extra touch to the fresh Ferrari Red paint sprayed to perfection by Street Dreams in Ocala, Florida. Inside, we installed a TMI Cruiser bench seat and matching door panels for a factory-meets-modern feel, and topped it off with an Ididit steering column, Dakota Digital gauges, and a Gen-5 AC system from Vintage Air to keep things cool.

With the truck nearly complete, the final push to get Rocky to the SEMA Show was intense. We tackled the electrical system with a Painless Performance wiring harness at ProBros

1979 CHEVY C10

OWNER
CHRIS HAMILTON
- 1979 Chevy C10
- Ocala, FL

ENGINE
- Summit Racing 5.3L LS crate engine
- Estimated 400+ hp
- TCI StreetFighter 4L60E transmission
- Holley Terminator EFI system
- Lokar performance accessories
- CVF Racing mid-mount drive system
- Custom Dynaflow exhaust system
- Hot Rod Fuel Hose fuel lines and fuel tank
- Eddie Motorsports hood hinges
- Cold Case radiator

CHASSIS & SUSPENSION
- Rough Country spindles
- BDS rear lift components
- Performance Online disc brake upgrade, brake booster and master cylinder

WHEELS & TIRES
- American Force 22x12-inch wheels
- Toyo Open Country 33x12.50x22 tires

BODY & PAINT
- **Shop:** Street Dreams, Ocala, FL
- LMC Truck grille and components
- Ferrari Red paint
- Mar-K body-side moldings
- Classic Industries fender well trim
- United Pacific lighting
- Eddie Motorsports sideview mirrors
- Painless Performance wiring harness

INTERIOR & STEREO
- **Shop:** Twisted Artisan
- TMI Cruiser bench seat with black with red stitching
- Ididit steering column
- Dakota Digital gauges
- Vintage Air Gen-5 AC system
- Custom Autosound stereo receiver and speakers
- Eddie Motorsports steering wheel

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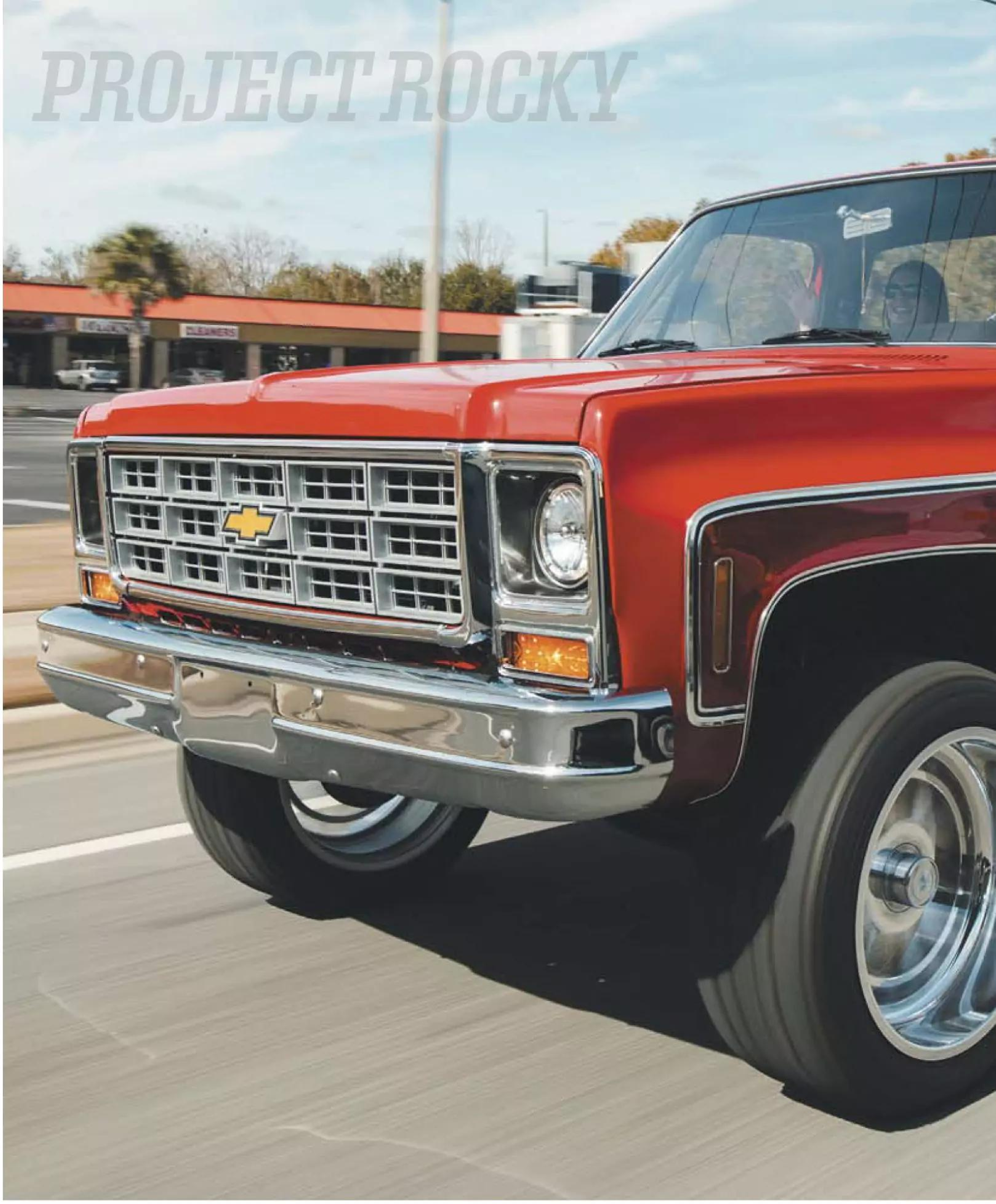
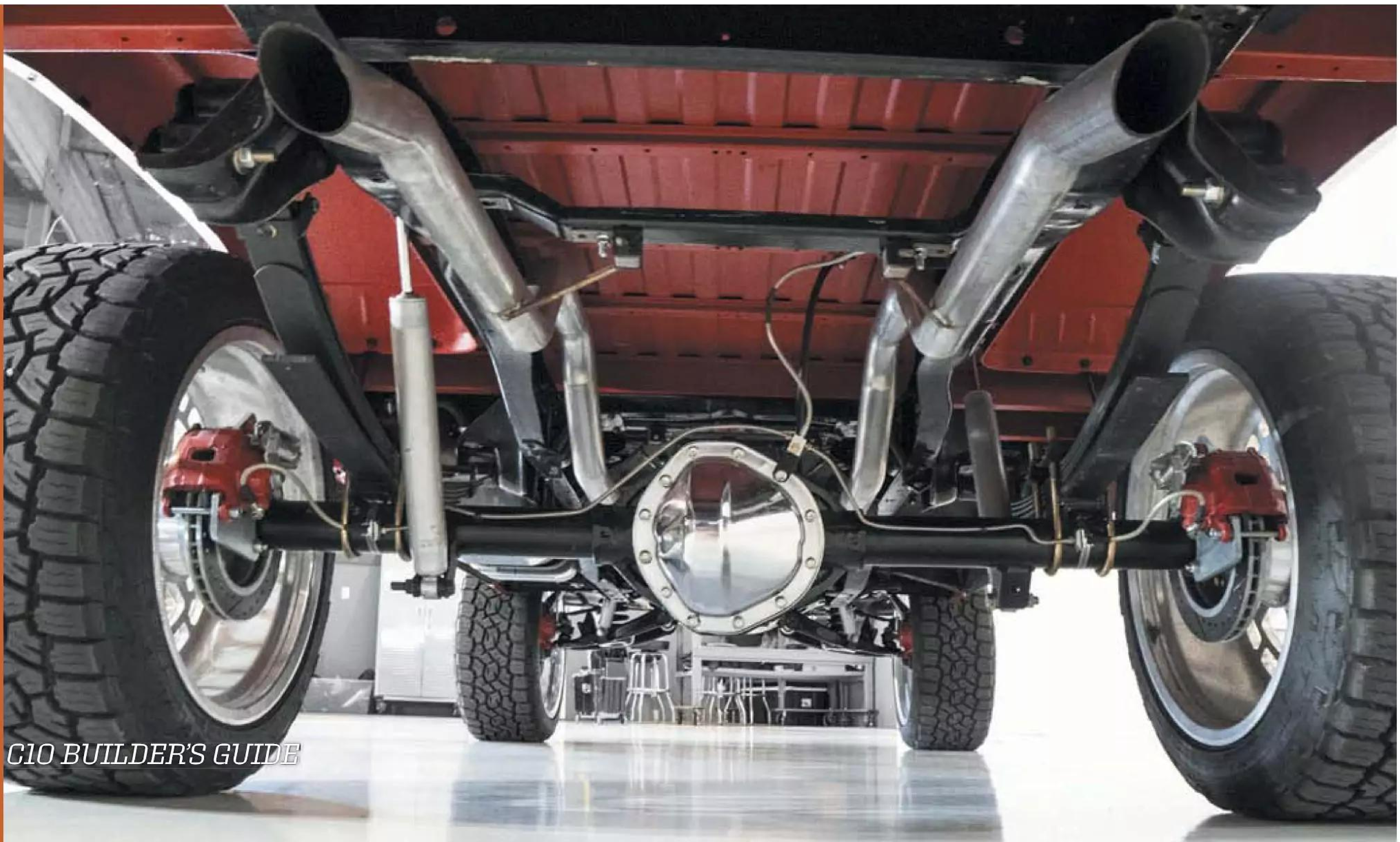
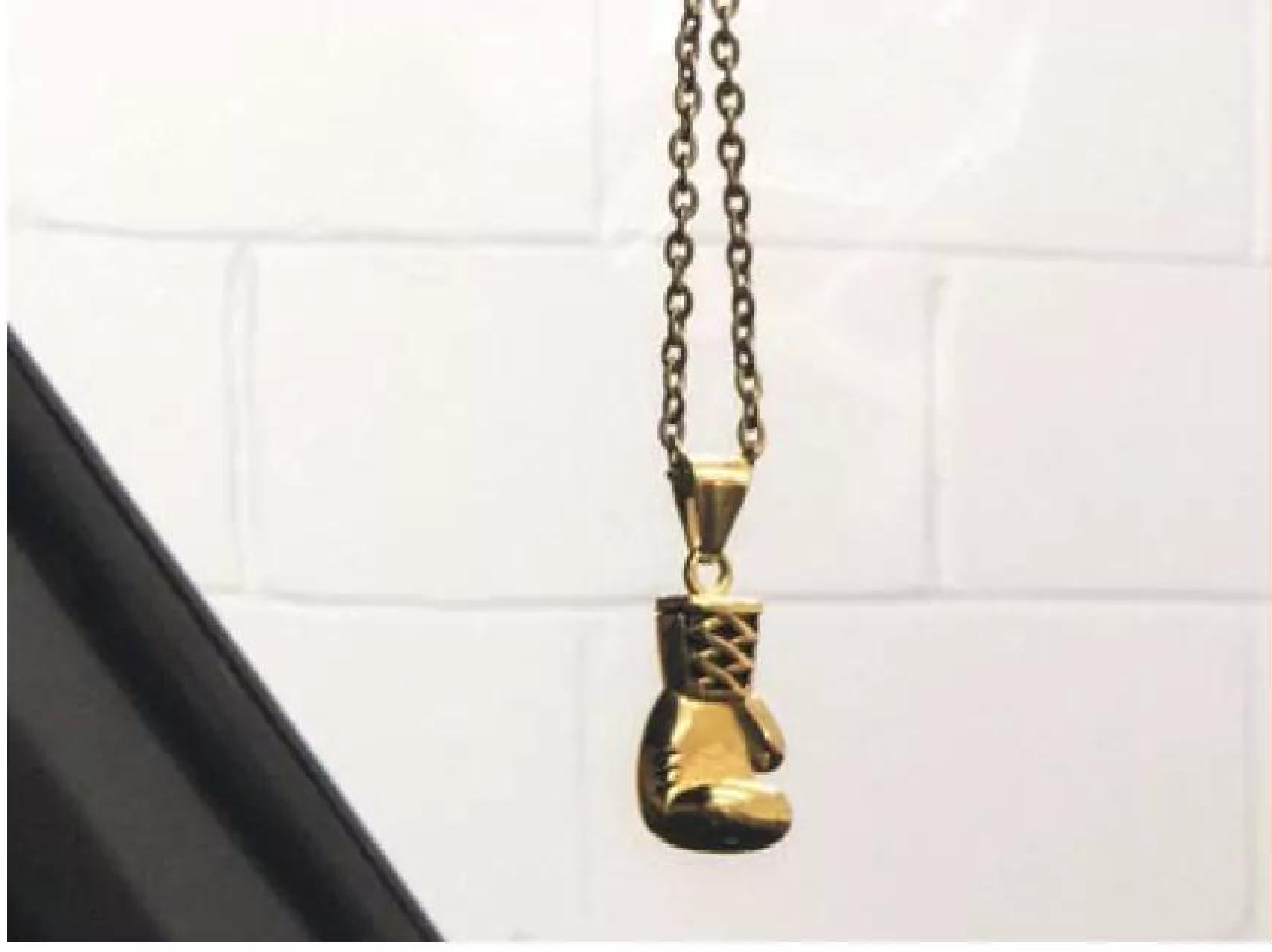
Hot Rods, plumbed the fuel lines with Hot Rod Fuel Hose components, and fine-tuned everything to ensure Rocky would perform as good as it looked. The long haul across the country to Las Vegas was the final test, and Rocky passed with flying colors.

This truck isn't just a showpiece, it's built to drive—proving that classic American craftsmanship and modern performance can come together in one incredible ride. None of this would have been possible without the help of key people like David Shankin, Roger Stalinski, Nick Provost, Nicole Hamilton, Dack Brown, Shane Murphy, Shawn Brandow, and Mike Bellow. Their hard work and dedication made this truck what it is today.

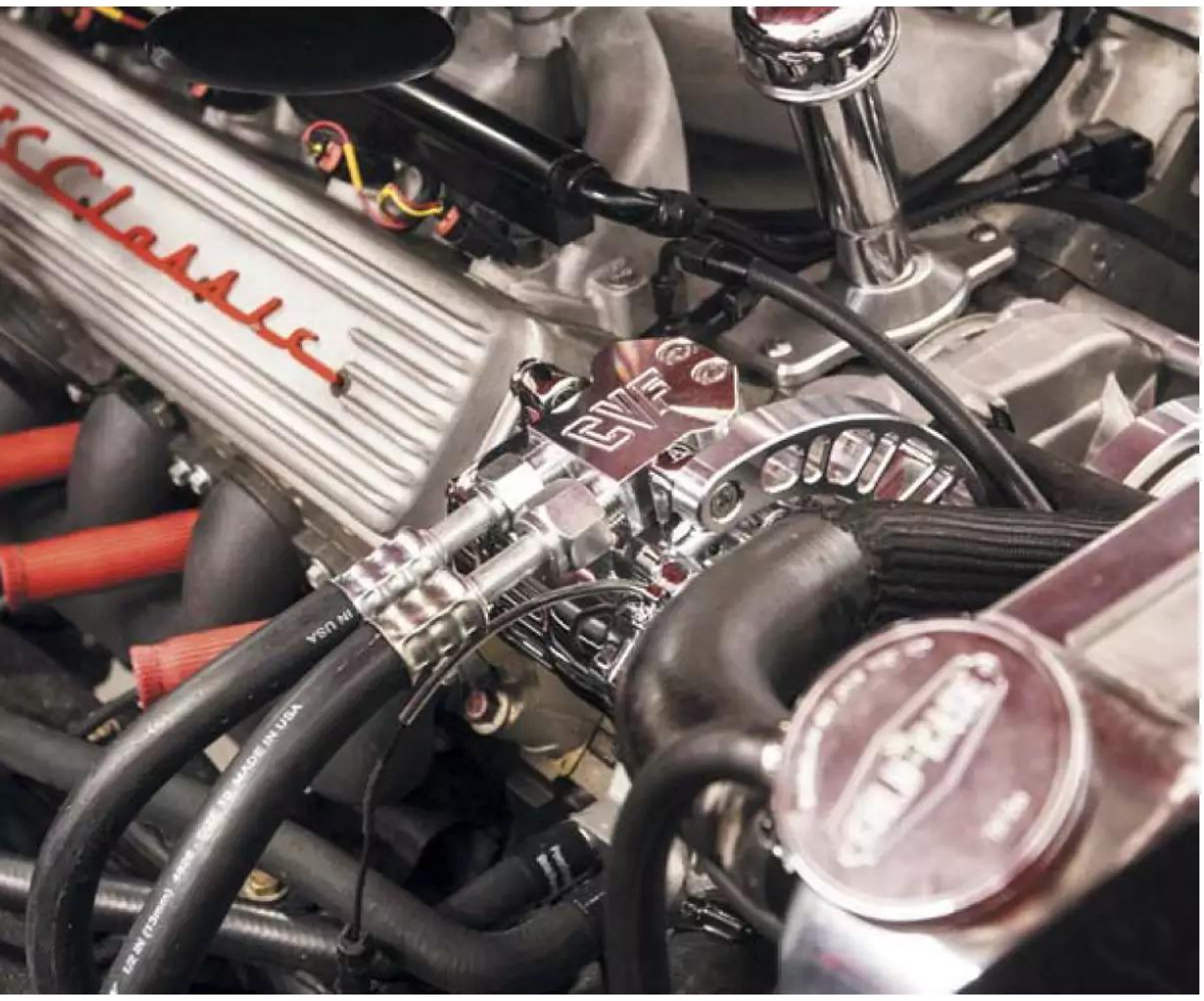
If you're knee-deep in your own project or just getting started, let Rocky be proof that with the right mindset, the right people, and a whole lot of perseverance, anything is possible. We'd love to hear about what you're building, send us an email and share your journey with us!







Rocky_79 10



JACK

A Classic C10 With All The Right Moves

Words by **Chris Hamilton**
Photos by **Brett Macadam**

FIRE

Like any solid build, the foundation had to be right. Jeth wanted a clean, low-slung cruiser that looked just as good underneath as it did up top.

IF THERE'S ONE THING WE KNOW ABOUT CLASSIC TRUCKS, IT'S that building them right takes time, patience, and the right crew in your corner. That's the exact scenario Jeth Gonzales experienced with his 1963 Chevy C10 nicknamed "Jack Fire." The inspiration came from a buddy's clean 1964 C10 shop truck. Once the idea was in his head, there was no turning back. Eight months and $70K later, this slick red beauty is hitting the streets—sitting low and stealing the spotlight wherever it goes.

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Like any solid build, the foundation had to be right. Jeth wanted a clean, low-slung cruiser that looked just as good underneath as it did up top. He started by re-chroming the original 1963 grille and adding a full Deluxe trim package to keep that classic Chevy look alive. The bed got a full overhaul with custom front and rear tubs from Hart Fab to allow for the aggressive stance, and a smooth firewall with hidden hardware gave it that seamless, no-bolt appearance.

If you're building a C10, ride height is so important to get dialed in, and Jeth made sure to get it right the first time. Airmaxx bags at all four corners paired with KYB shocks give it that perfect laid-out look while keeping the ride smooth. A Grunion "big notch" and a 2.5-inch pancaked crossmember handle clearance duties, and a Boyd's "in-frame" fuel tank keeps the undercarriage looking clean. Sitting on 22-inch GM Transport wheels wrapped in Lionhart 265/35ZR22 tires, Jack Fire tucks hard when aired out.

AUG
California
53198D3

Jack Fire is proof that when you take your time and plan it out, you end up with a truck that's built to last.

JACK FIRE

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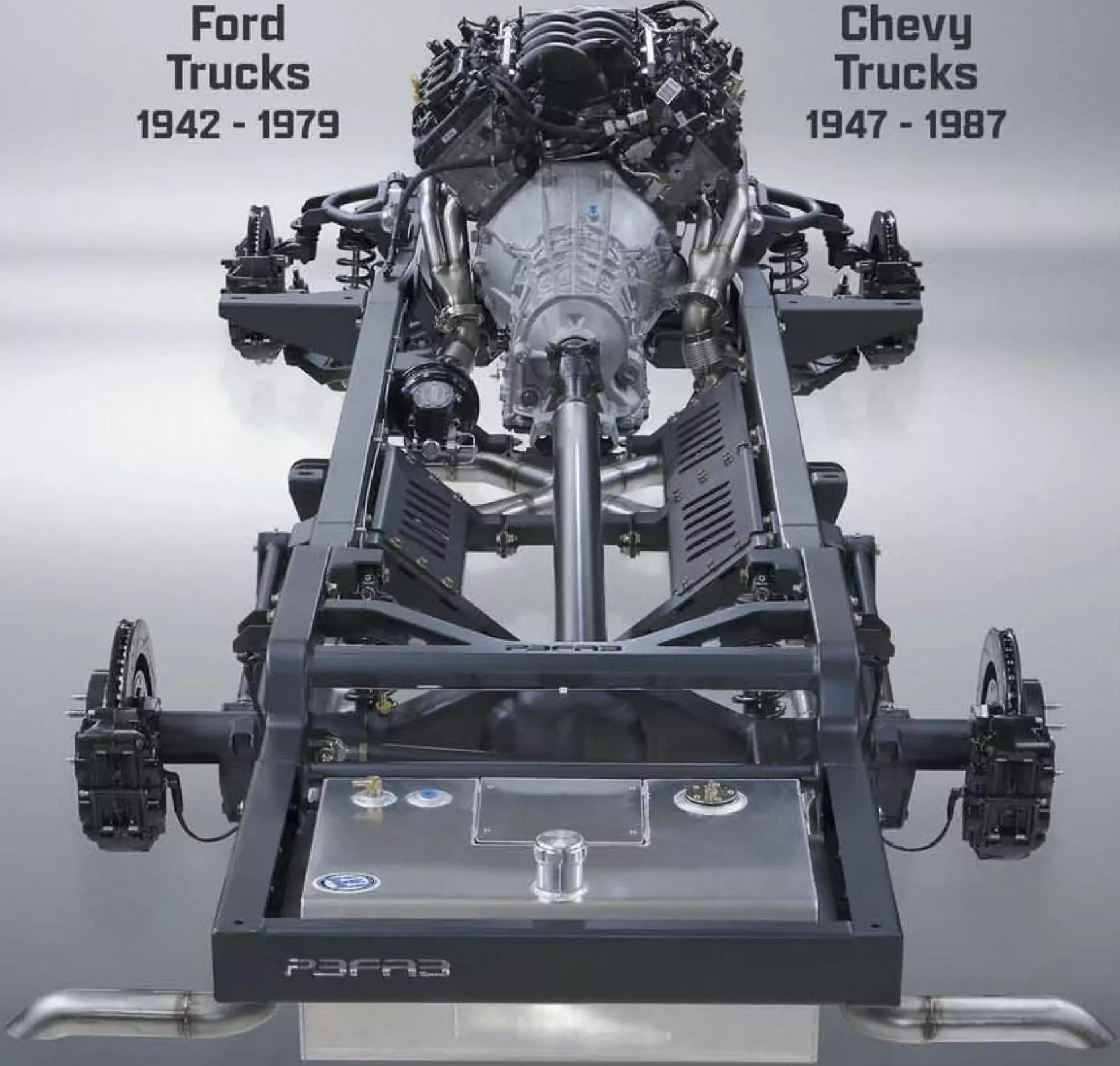

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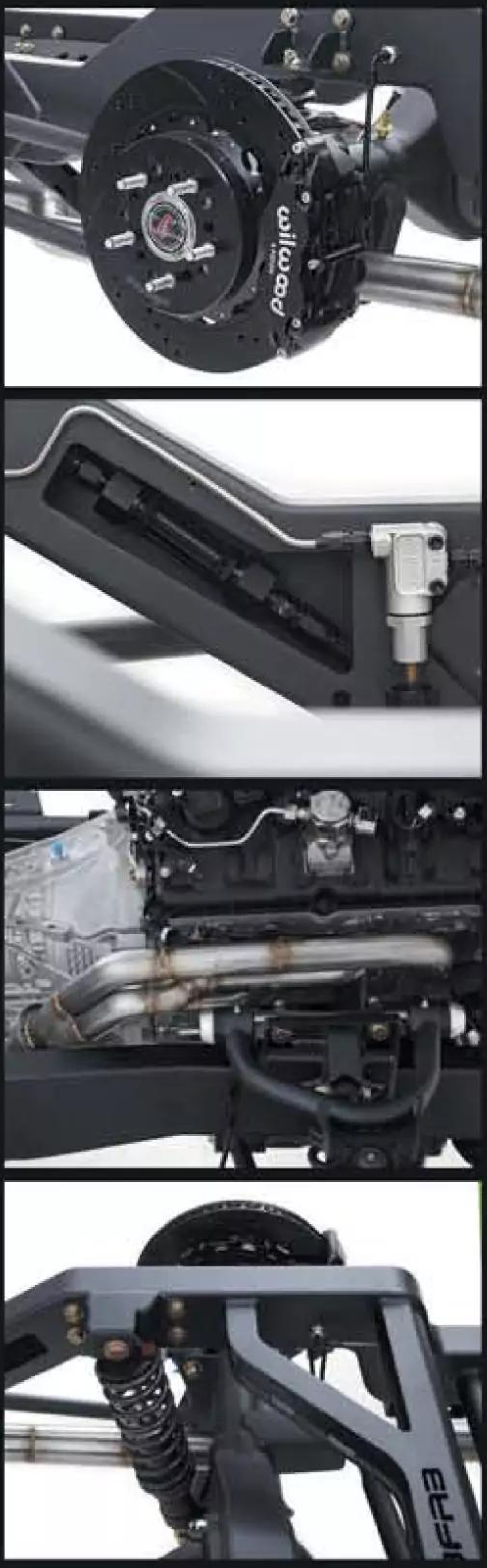

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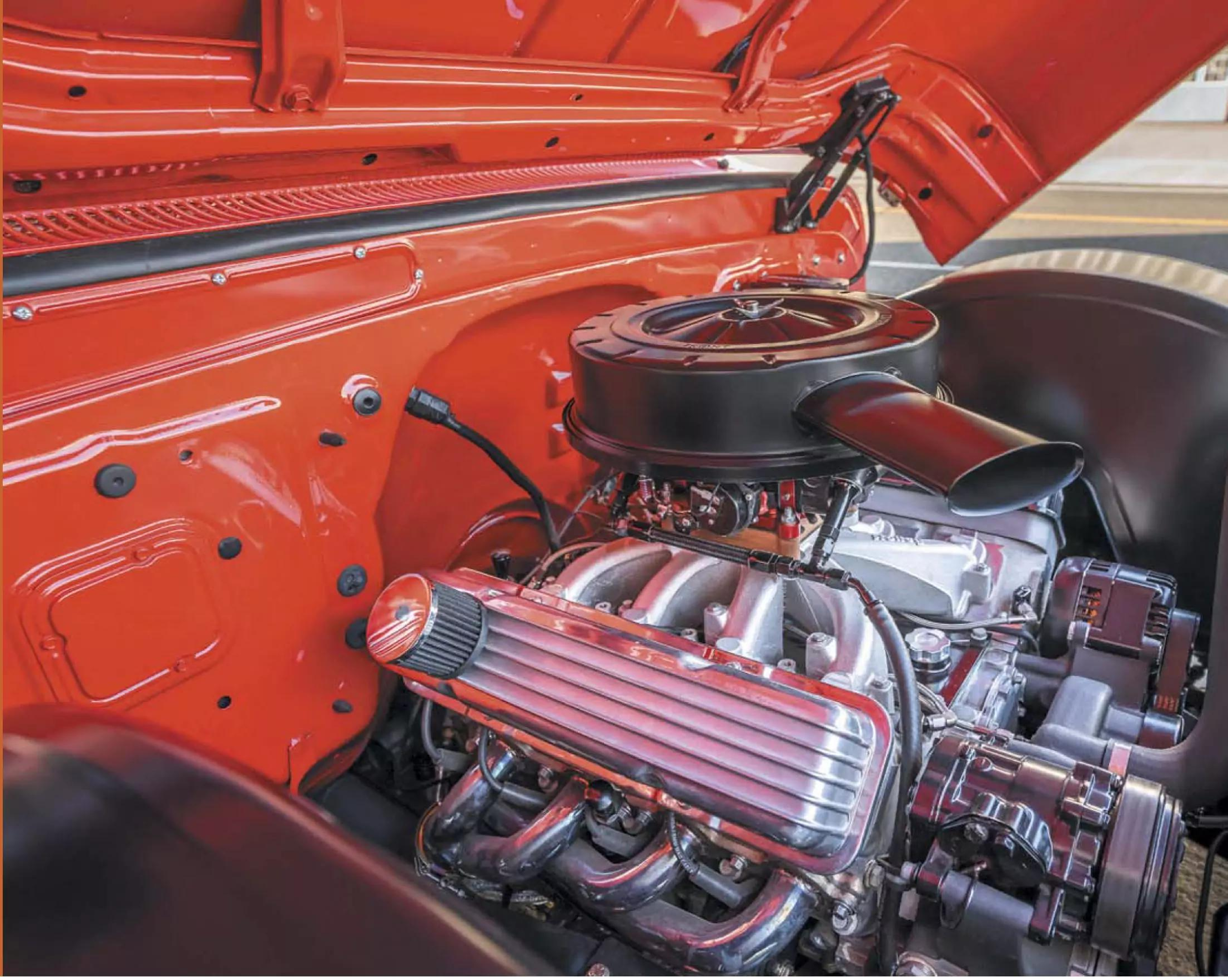
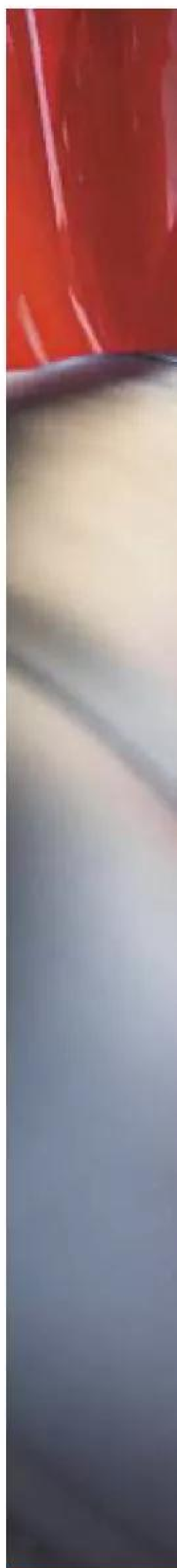
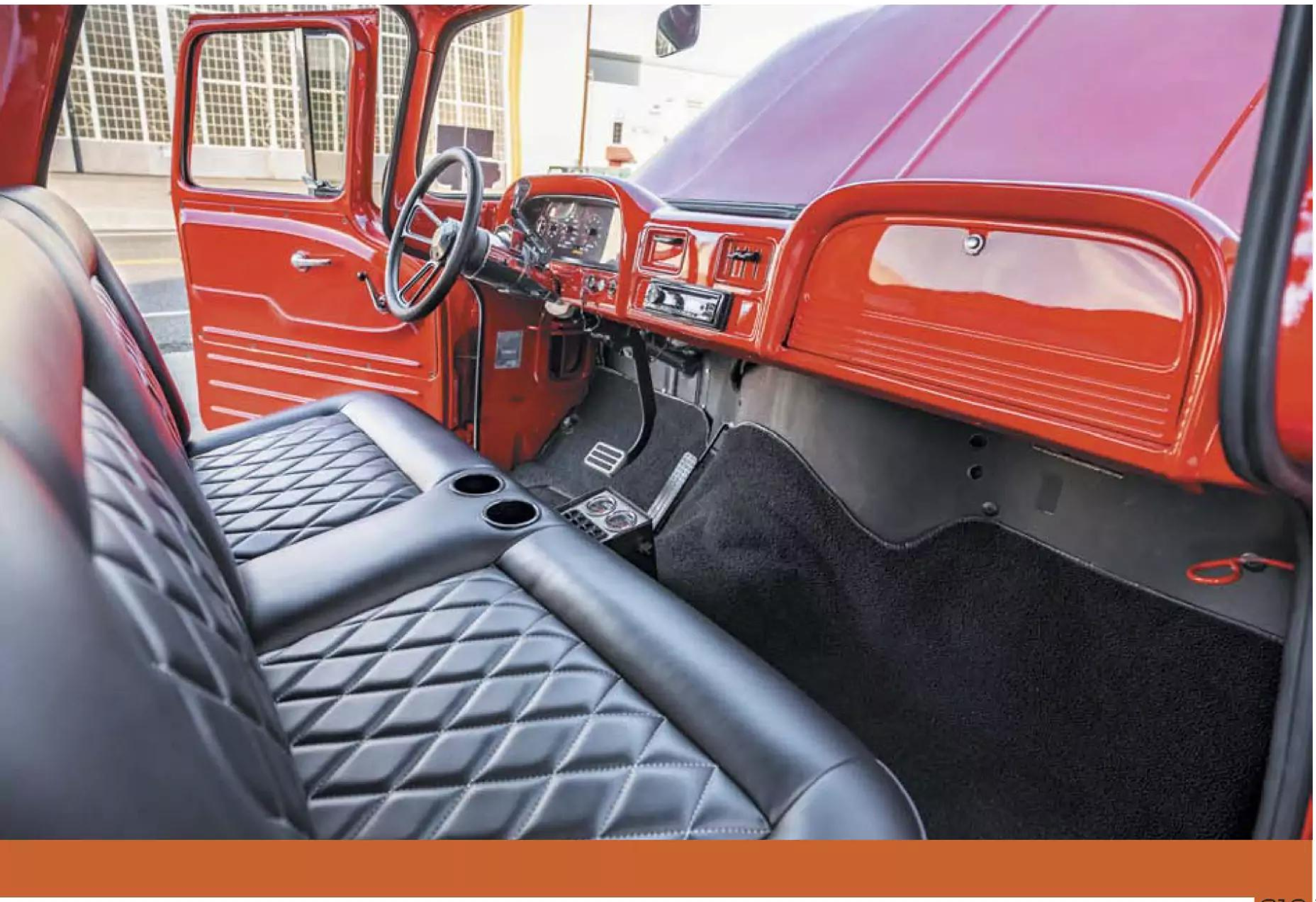


Under the hood, Jack Fire is packing a 5.3L L33 Vortec V-8 from a 2006 Chevy—but this isn't just a basic swap. Jeth wanted a blend of old-school simplicity and modern performance, so he ditched the factory EFI in favor of a Holley carb swap setup, a Brawler 750 carb, and a Texas Speed Stage 3 low-lift cam to wake things up. Exhaust flows through a custom mandrel-bent X-pipe with Flowmaster 50 Series mufflers, while MSD ignition and Holley's mid-mount drive system keep things running smoothly. A GM TH350 transmission with a Hughes 2800 stall converter puts power to the ground, making sure Jack Fire has the perfect balance of streetability and punch.





OWNER
JETH GONZALES

- 1963 Chevy C10

ENGINE & DRIVETRAIN

- 2006 Chevy 5.3L L33 Vortec V-8
- GM TH350 transmission with Hughes 2800 stall converter
- Holley carb swap setup, Brawler 750 carb
- Holley mid-mount drive system
- Texas Speed Stage 3 low-lift cam
- MSD ignition
- Custom mandrel-bent X-pipe
- Flowmaster 50 Series muffler
- Boyd Welding "in-frame" fuel tank

CHASSIS & SUSPENSION

- Airmaxx bags
- KYB shocks
- Grunion "big notch"
- 2.5-inch pancaked cross member

WHEELS & TIRES

- 22-inch GM Transport wheels
- Lionhart 265/35ZR22 tires

BODY & PAINT

- Custom red paint
- Deluxe trim package
- Re-chromed 1963 factory grille
- Hart Fab front and rear tubs
- Smooth firewall
- Hidden hardware in the bed

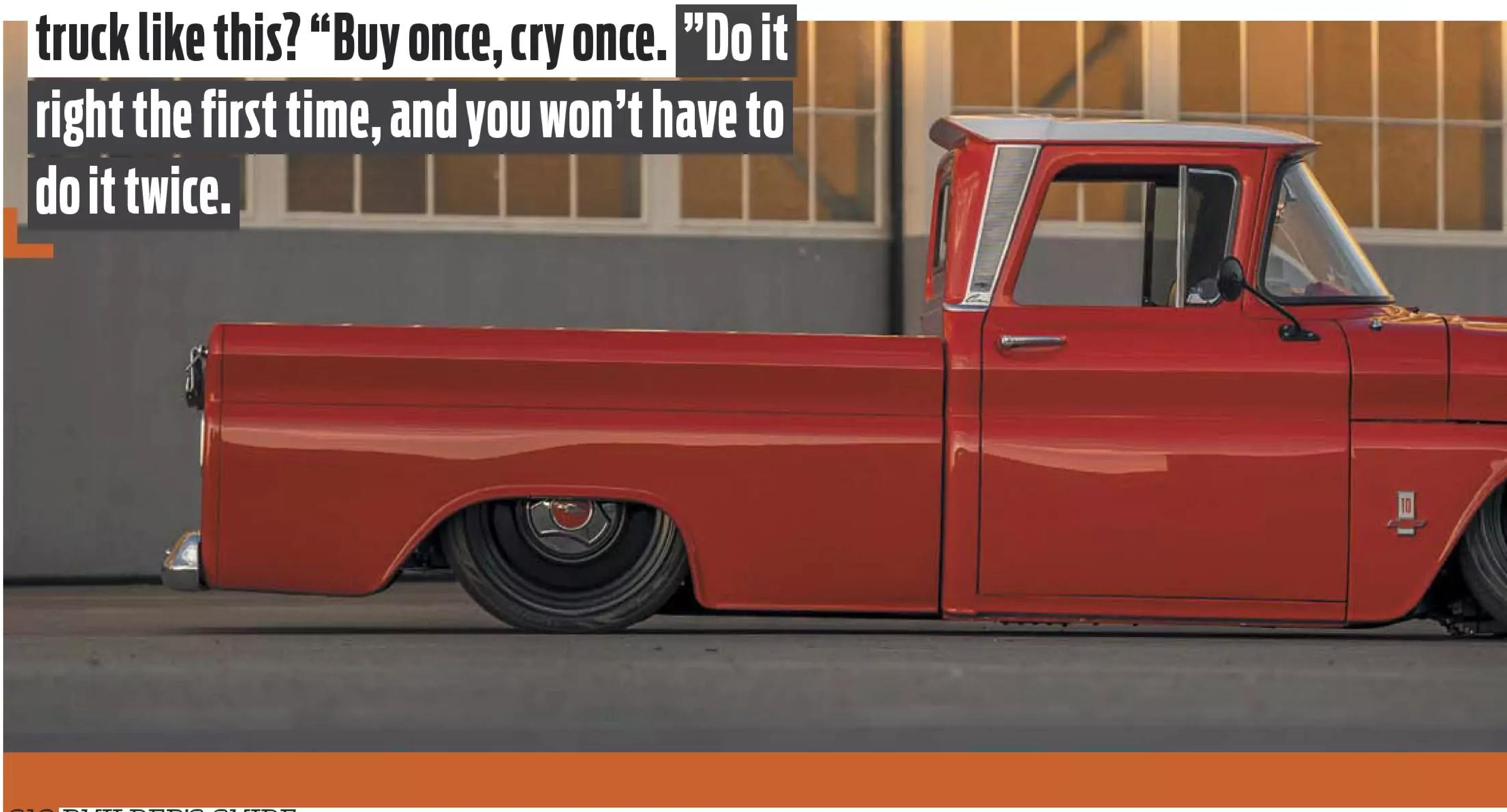
INTERIOR & STEREO

- Custom black leather, diamond-stitched bench seat by Paco's Upholstery
- 14-inch billet steering wheel
- Custom seat lowering bracket
- Integrated cup holders
- JVC stereo
- Custom-mounted 6x9s

1963 CHEVY C10

JACK FIRE

Jeth’s advice for anyone looking to build a truck like this? “Buy once, cry once. ”Do it right the first time, and you won’t have to do it twice.



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Paco's Upholstery delivered a custom black leather diamond-stitched bench seat, which adds a touch of class to the build. A 14-inch billet steering wheel, custom seat lowering bracket, and integrated cup holders keep the cab functional, while a JVC stereo system with custom-mounted 6x9s makes sure the ride sounds as good as it looks.

Jack Fire has already hit some major events like C10 Intervention, C10 SLO Down 2024, and Hot August Nights, but Jeth isn't calling it done just yet. He's got plans to upgrade to a full GSI front and rear suspension and switch to an Accuair air system to take the ride quality up another notch.

Jeth's advice for anyone looking to build a truck like this? "Buy once, cry once." Do it right the first time, and you won't have to do it twice. Jack Fire is proof that when you take your time and plan it out, you end up with a truck that's built to last.

SQUAREBO
SENT

383
1974
Squarebody
SYNDICATE
CHEVROLET

DY
MENT

Byron Morgan's 1974 C10 Is a Family Revival Done Right

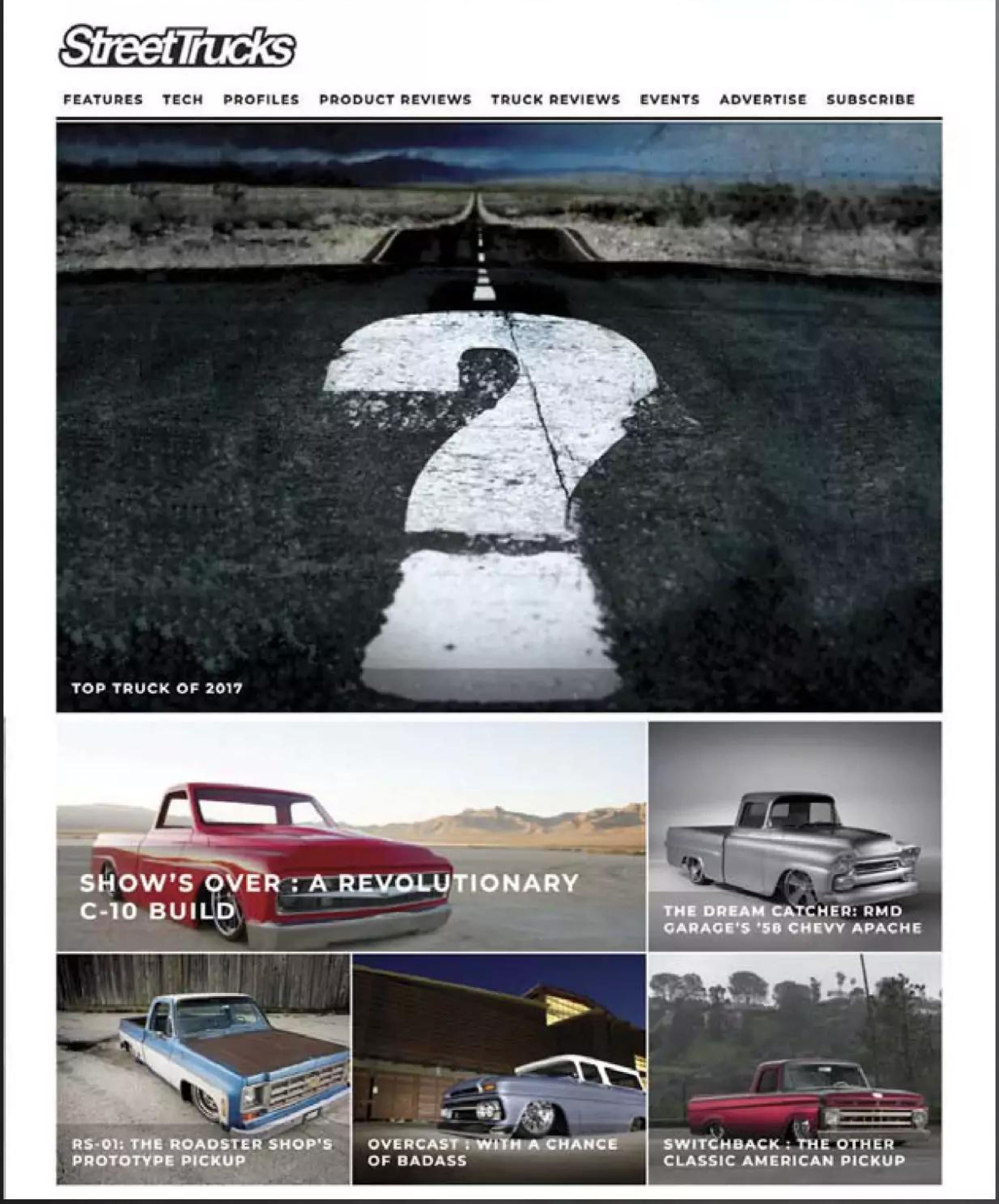
Words by **Corwin Decker**
Photos by **Bart Cepek**

Cheyenne super 10

Cheyenne super 10

SOME GUYS BUILD TRUCKS TO STAND OUT. OTHERS BUILD ‘EM to bring back a piece of the past. For Byron Morgan, his 1974 Chevy C10 Cheyenne Super is more than just clean lines and slick paint—it’s a tribute to his wife’s uncle and a deep love for classic squarebodies. This ride’s not just a showpiece—it’s a full-on frame-up revival that took three years and $75K to finish. Built in Rigby, Idaho, Byron didn’t cut corners. He wanted it right, and he made sure every bolt, bushing, and bracket was touched, swapped, or restored. “Every nut and bolt on this truck was replaced and done in my shop,” he says.

StreetTrucks



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Cheyenne super

This ride's not just a showpiece —it's a full-on frame-up revival that took three years and $75K to finish.

1974
1890
IDAHO
1990
74SUPER
CENTENNIAL
CHEVROLET
CHE

BUILT TO CRUISE, READY TO STOMP

Under the hood is a no-nonsense 383 ci stroker V-8 that started life as a 1974 GM block. Built by Eckman Machine in Rexburg, the motor has been balanced and blueprinted, and stuffed with Scat rods, Keith Black pistons, and Total Seal rings. It breathes deep through a Comp Cams flat tappet, Brodix heads, and an Edelbrock Victor Jr. intake. A Holley 650cfm double pumper dumps the fuel, and MSD ignition keeps the fire lit.

The exhaust hits hard thanks to Hooker Block-Hugger headers and a full Flowmaster 3-inch system that dumps out the rear bed. It ain't quiet—but that's the point.

A fresh TCI Turbo 350 transmission backs it up, paired with a TCI torque converter set to a 3,500 stall. A B&M front-mounted trans cooler keeps temps in check. Power heads to a 3.08 geared, factory posi Ford 9-inch rear—solid and simple, just how we like it.

SITTING RIGHT, RIDING SMOOTH

Underneath, this C10 rides like no '74 ever did. The stock GM frame got a full Ridetech coilover suspension system upgrade from Byron himself. Front to back, it's all Ridetech—springs, shocks, control arms—you name it. It steers with a stock GM box, beefed up with Ridetech's steering stabilizer, and stops on a dime thanks to Wilwood 6-piston front and 4-piston rear brakes, slotted rotors, and a Wilwood master. It rolls on Raceline Classico wheels, 20x12 in the back and 19x9 up front, tucked under Continental Extreme Contact tires. With 4.5-inch and 6-inch backspacing, the wheel and tire combo fills the fenders just right. This stance is tough to beat.

74SUPER
CENTENNIAL
CHEVROLET

OWNER
BYRON MORGAN
- 1974 Chevrolet C10 Cheyenne Super
- Rigby, ID

CHASSIS & SUSPENSION
- Ridetech front and rear coilover systems
- Ridetech control arms and steering stabilizer

WHEELS & TIRES
- Raceline Classico wheels 19x9 front (4.5-inch bs), 20x12 rear (6-inch backspace rear)
- Continental ExtremeContact tires, 255/40/19 front, 315/35/20 rear

ENGINE & DRIVETRAIN
- 383 ci GM stroker
- Scat rods
- Keith Black pistons
- Brodix heads
- Edelbrock Victor Jr. intake
- Holley 650cfm double pumper
- MSD ignition
- TCI Turbo 350 with 3500-stall TCI converter
- B&M front-mount trans cooler
- Ford 9-inch rear with 3.08 gears, factory posi

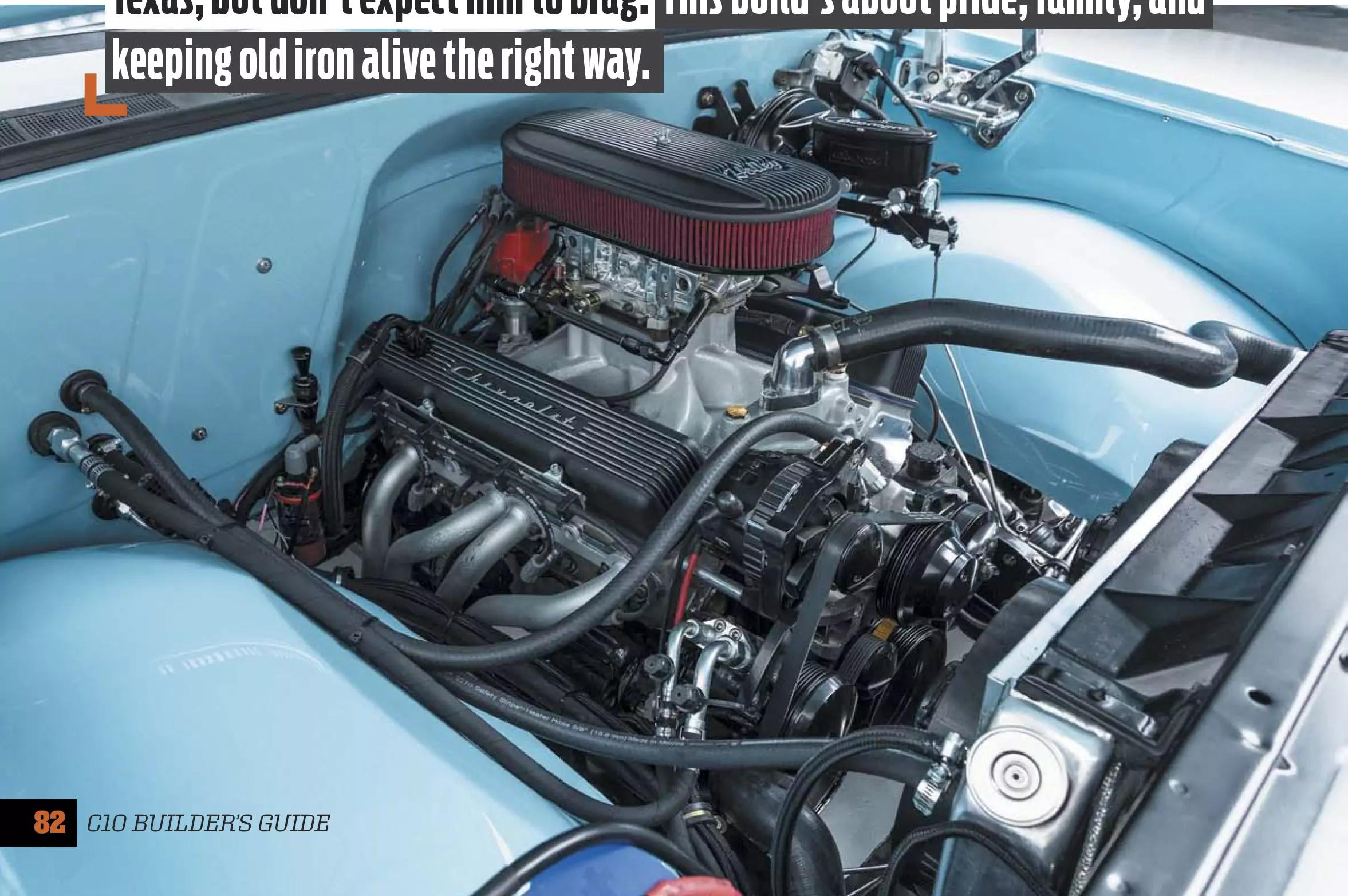
BODY & PAINT
- 1974 GM factory light blue and white paint
- Clean shave with Engineered Vintage grille
- LMC Truck bumpers
- Stock trim

INTERIOR
- Factory GM buckets
- Slate blue factory vinyl by Ben Upholstery
- Dakota Digital VHX gauges
- Custom Autosound radio
- Slosh Tubz sub box
- Vintage Air climate control

1890
1974
1990
IDAHO
74SUPER
CENTENNIAL
CHEVROLET

-1974-
Squarebody
SYNDICATE
CHEVROLET
393
ridetech

He's hit up shows like C10 Nationals SLC and C10s in the Park in Waxahachie, Texas, but don't expect him to brag. This build's about pride, family, and keeping old iron alive the right way.



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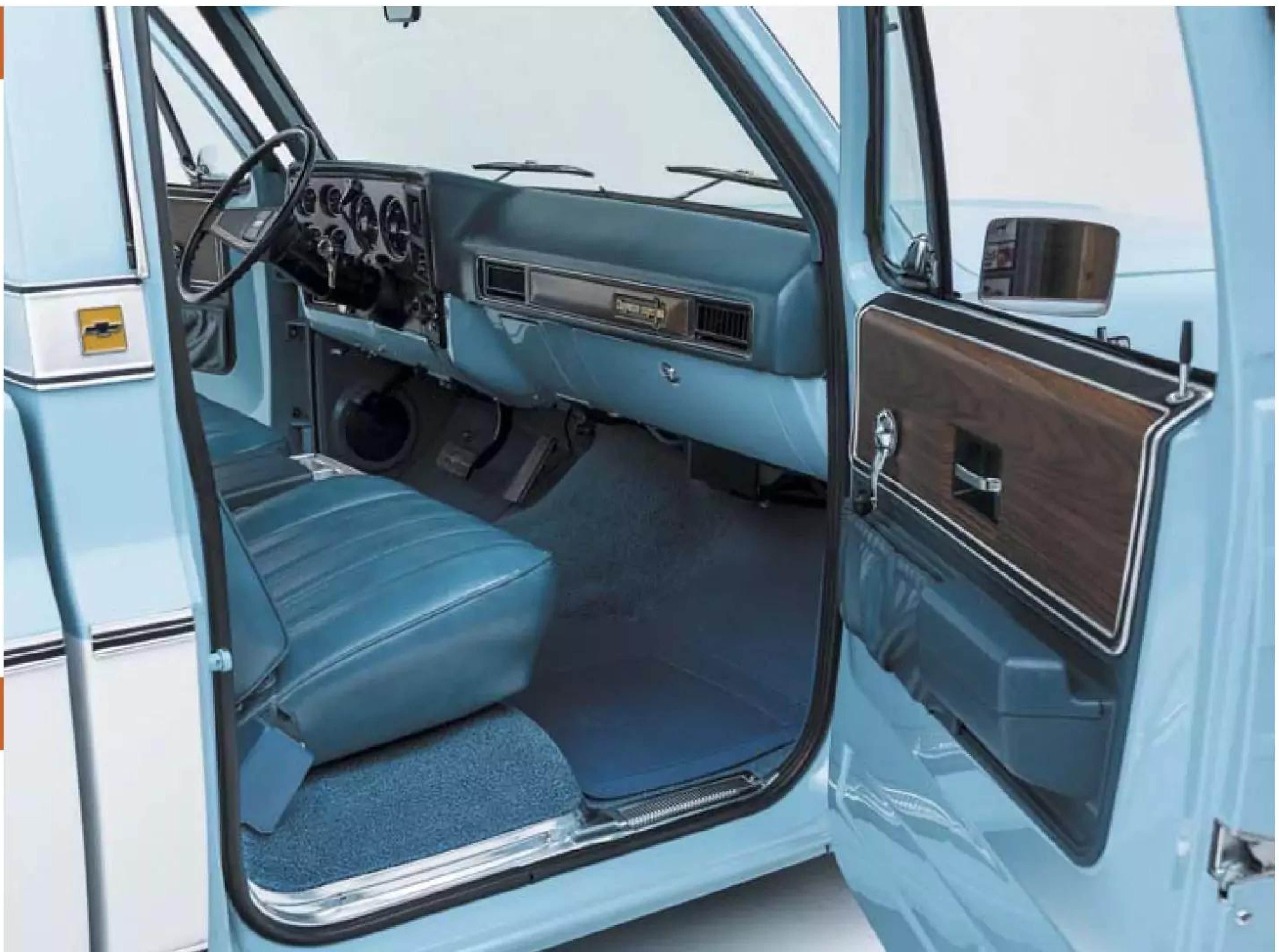
383
-1974-
Squarebody
SYNDICATE
CHEVROLET
ridetech

CHEVROLET
74SUPER

CLASSIC OUTSIDE, CLASSY INSIDE

The outside stays true to its roots—GM factory light blue and white shot by Derek Greenhaughl in Rexburg. The paint is nothing wild, but is slick, straight, and sharp as could be. An Engineered Vintage polished aluminum grille, stock Sylvania headlights, and LMC bumpers give the C10 that period-perfect look. Inside, it's all about keeping things clean and functional. Factory GM bucket seats, redone by Ben Upholstery in Idaho Falls, are wrapped in slate blue vinyl to match the era. A set of Dakota Digital VHX gauges update the info center, and thumpin' tunes are delivered from a hidden system. There's a Custom Autosound radio up front, a Slosh Tubz sub box out back, and Vintage Air tucked under the dash, giving Byron show truck comfort without losing its old-school charm.



WRENCHED WITH LOVE, DRIVEN WITH PRIDE

Byron built this truck himself—every wrench turn, every panel, every decision. This isn't a shop-hopper or a trailer queen. "Take your time and do it right," he says. "It takes a lot of time, money, and dedication to build these trucks right."

He's hit up shows like C10 Nationals SLC and C10s in the Park in Waxahachie, Texas, but don't expect him to brag. This build's about pride, family, and keeping old iron alive the right way.

Nick Taylor's 1979 C10 Sleeper Build

Words by **Corwin Decker**
Photos by **Devan Ence**

JUNKYARD FIG

BIG 10
Custom deluxe 10

HTER

SOME BUILDS ARE FLASHY. Some are perfect. And then there's 'Rufus'—Nick Taylor's rough-and-ready 1979 Chevy C10 Big 10 that started in a junkyard and ended up a turbocharged pavement-pounder. Built in Davie, Florida, this squarebody isn't polished for the show field. It's built to run. And it does—with boost, bite, and no apologies.

BIG 10
CHEVROLET
FLORIDA
ANTIQUE

Custom deluxe
10

> “I wanted to keep it feeling factory,” Nick says. “But I also wanted the tech to be where it counts.”

The stance is clean. The look is mean. And when the turbo spools up, Rufus digs in and rips.

Being a full-time firefighter, Nick isn't the type to stand back while someone else turns wrenches. He handled this build himself over two years, sinking $50K into what's now one of Florida's meanest black-patina bruisers. His goal? Simple: "Build it, enjoy it, cruise the country."

OLD SCHOOL LOOK, NEW SCHOOL POWER

Under the hood is a 383ci V-8 stroker built by Ohio Crankshaft. It's stuffed with Wiseco -15cc pistons, ARP hardware, a forged crank, and a Brian Tooley Racing Stage IV Turbo Cam. Air flows through a Holley Hi-Ram intake with a 92mm throttle body, and a BMF 76/75 turbo sits on a Fahler T4 manifold. Holley's Terminator X keeps everything in check, while a Mishimoto intercooler chills the boost. Dirty Dingo mounts and Bowler components help the engine bolt easily to a Tremec TUET11009 5-speed, paired with a Monster SK twin-disc clutch and a Bowler mid-mount shifter. Power flows back to a 12-bolt rearend by Doghouse Customs,

BIG 10
CHEVROLET
FLORIDA
FAP R67
ANTIQUE

loaded with 3.73 gears, an Eaton Truetrac, and Quick Performance axles.

STRONG BONES AND SHARP STANCE

The factory short bed frame was left untouched, but it's now riding on a Ridetech coilover system with Eibach springs and Fox shocks. CPP modular spindles handle the front, while Wilwood 6-piston (front) and 4-piston (rear) brakes bring it all to a stop. The steering system is upgraded with a quick-ratio Borgeson box, and everything rolls on 20-inch Halibrand 'Sprint' wheels wrapped in Nitto G2 555 rubber.

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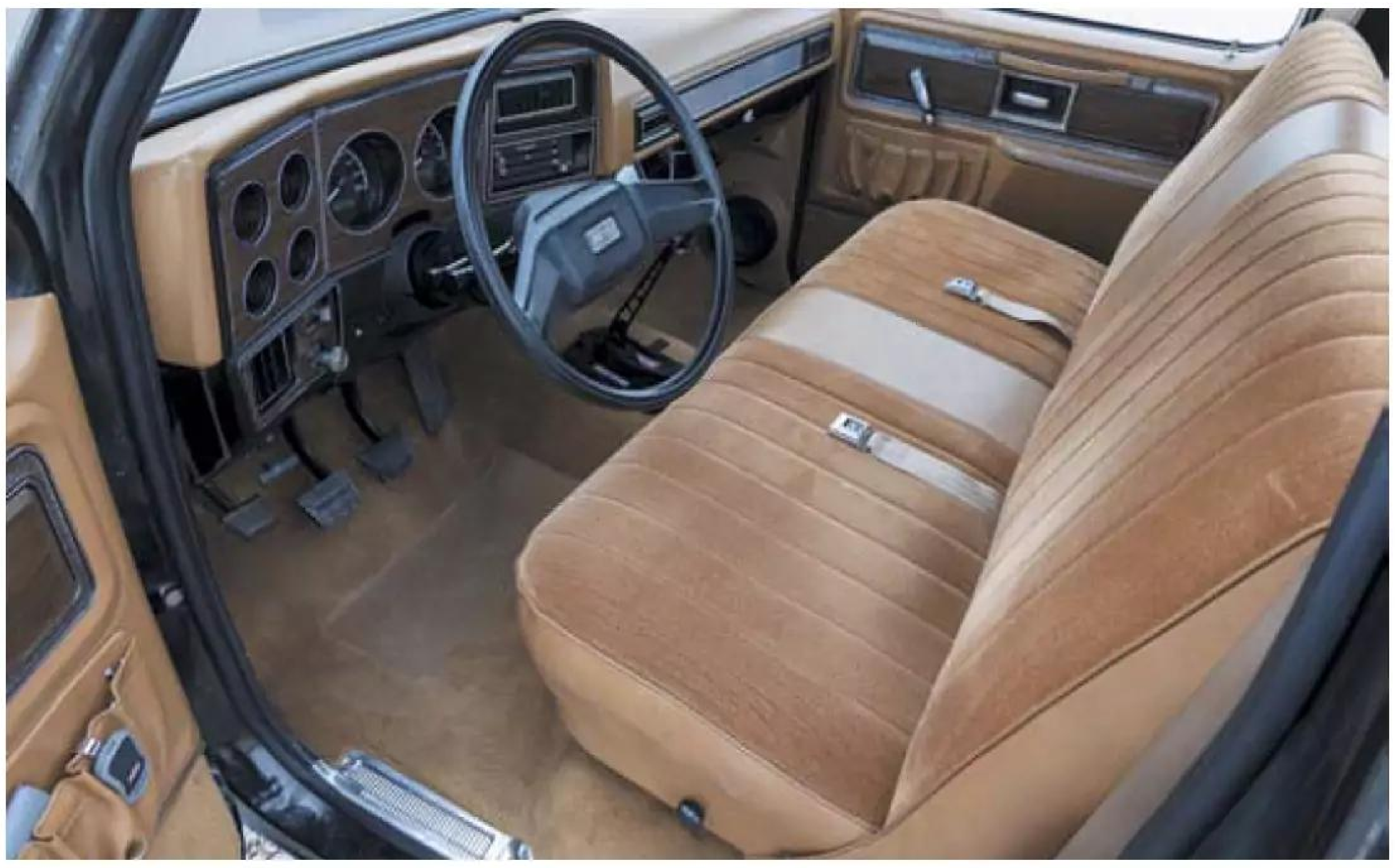
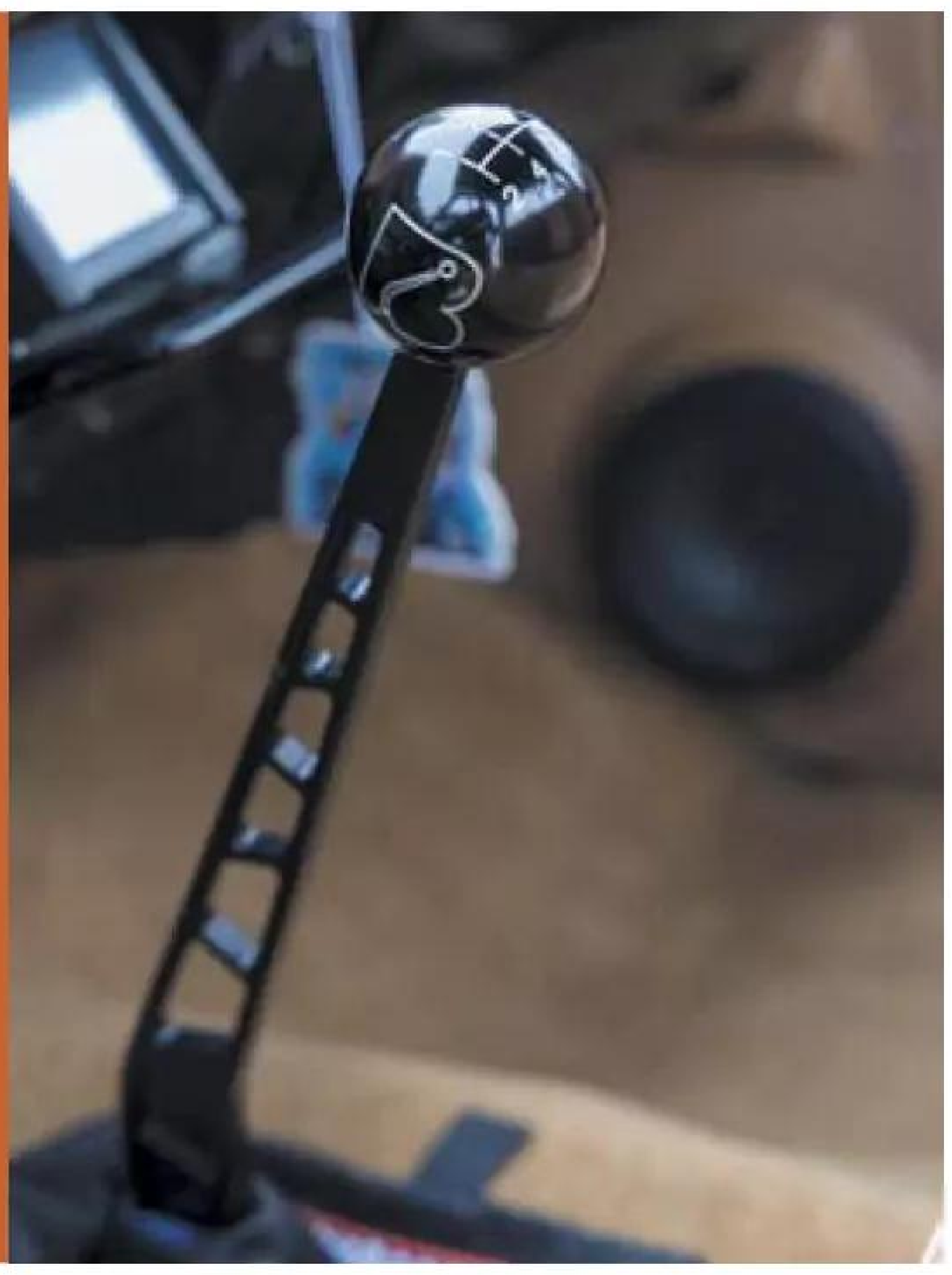
The stance is clean. The look is mean. And when the turbo spools up, Rufus digs in and rips.



KEEPIN' IT CLASSIC INSIDE



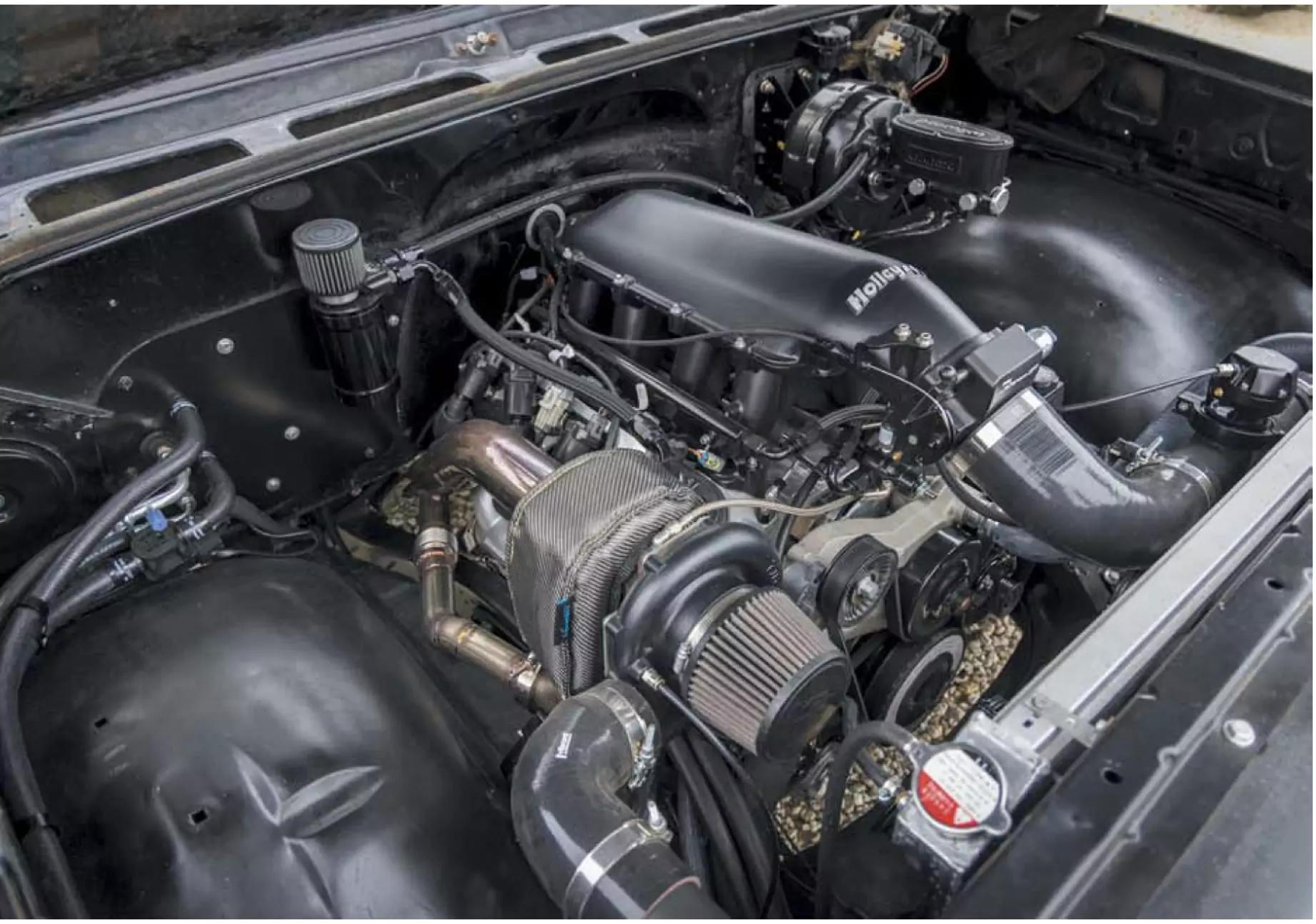
Nick stayed true to the truck's roots with a factory bench seat that is covered in camel tan cloth. A Dakota Digital VHX gauge cluster keeps tabs on the vitals. Tunes come from a Custom Autosounds USA-1 head unit with Bluetooth, Kicker KS speakers, and a Boss mini amp. The Bowler shift handle and RaceQuip bezel add just the right amount of modern muscle.

"I wanted to keep it feeling factory," Nick says. "But I also wanted the tech to be where it counts."

FROM THE STREETS TO THE SHOWS

You'll catch Rufus hitting events like Solomon's Beach Bash or the Trucks & Cheeseburgers Picnic, but Nick's not in it for the trophies. For him, it's about the build, the road, and the ride.

"This truck taught me patience", he says. "Take your time. Don't stress. It's a process—enjoy it."



1979 CHEVY C10

OWNER
NICK TAYLOR
- 1979 Chevrolet C10 Big 10
- Davie, Florida
- C10 Club Florida

ENGINE & DRIVETRAIN
- 383ci V8 Stroker by Ohio Crankshaft
- Wiseco pistons
- BTR Stage IV cam
- Holley Hi-Ram
- Sniper EFI
- BMF 76/75 turbo
- Tremec 5-speed (TUET11009)
- Bowler mid shifter
- Monster SK twin-disc clutch
- 12-bolt by Doghouse Customs
- 3.73 gears
- Eaton Truetrac
- Quick Performance axles

CHASSIS & SUSPENSION
- Ridetech coilovers
- Eibach springs
- Fox shocks

WHEELS & TIRES
- 20x8.5 and 20x10 Halibrand 'Sprint' wheels
- Nitto G2 555 tires

BODY & PAINT
- Factory Original Black Patina
- Mr. Beams lights
- Detailing by Daniel Castillo @ Big D Detailing

INTERIOR & STEREO
- Factory bench seat
- Camel tan cloth upholstery
- Dakota Digital VHX gauges
- Squarebody Syndicate steering column
- Bowler handle
- Custom Autosounds USA-1 radio with Bluetooth, Kicker KS speakers, Boss mini amp

BIG 10
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CVF HOOD HINGE INSTALL

For 1981-1987 Chevy C10 Trucks

Words and Photos by **Chris Hamilton**

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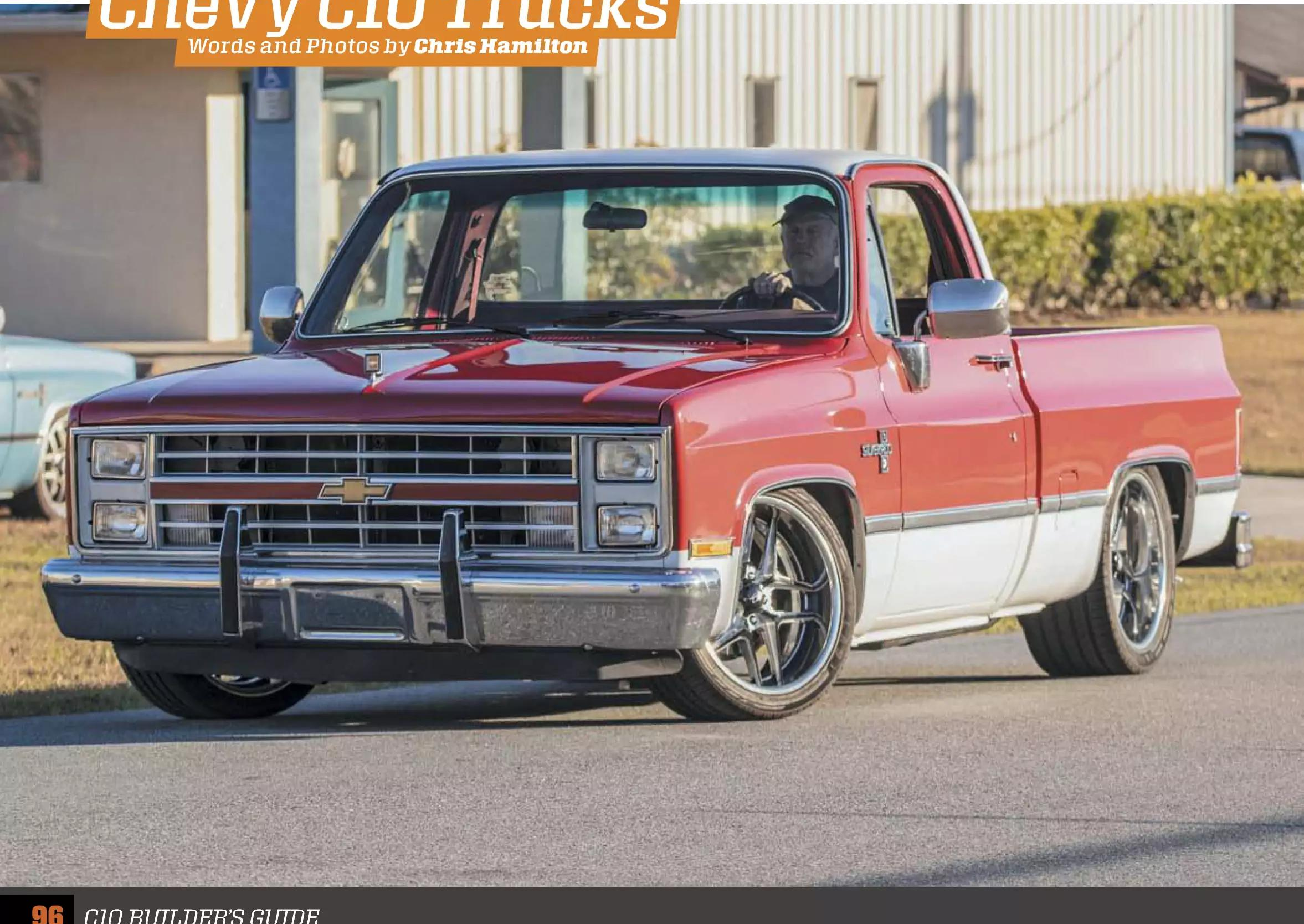


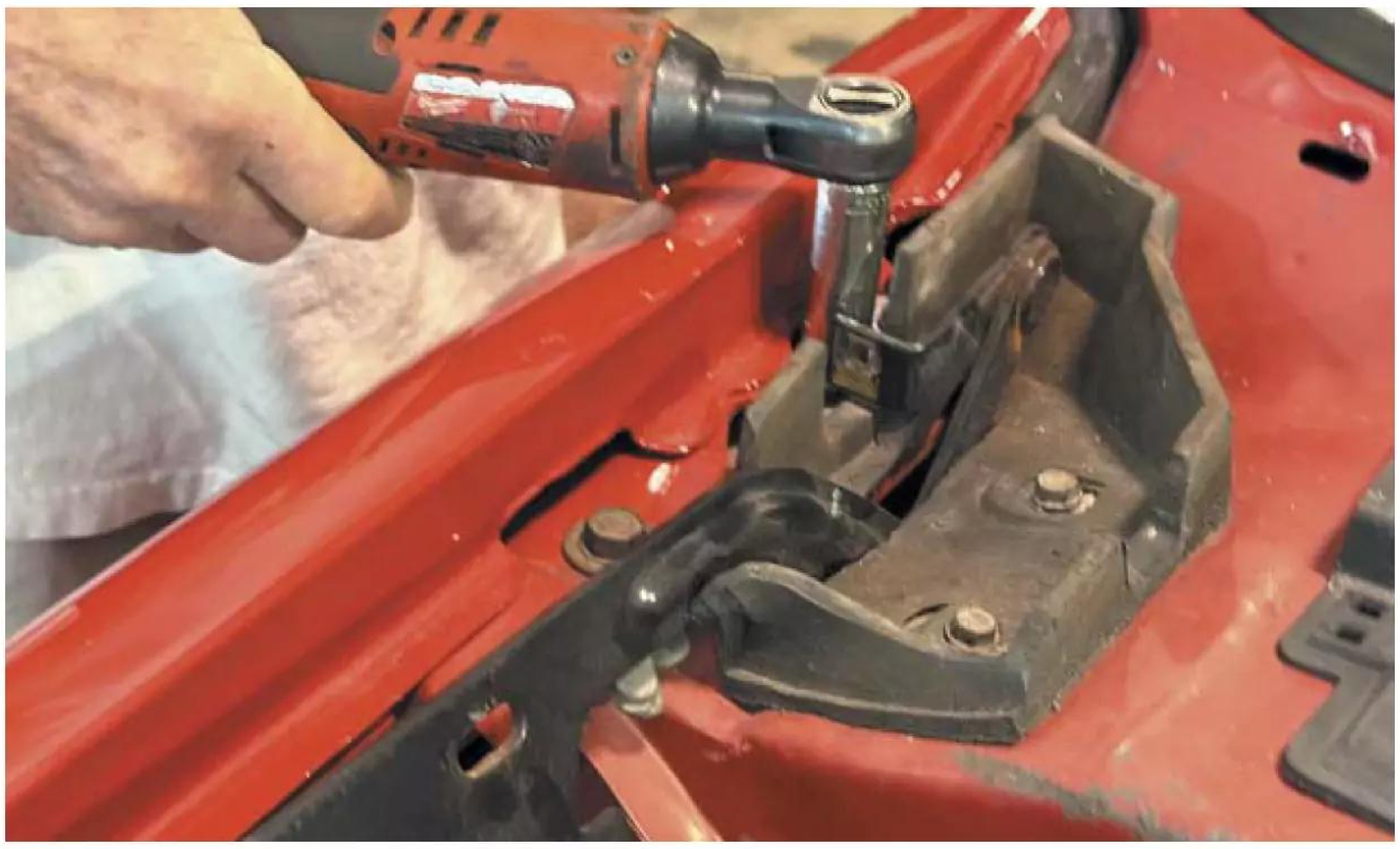
WE'VE BEEN wrenching on this squarebody for a while now, and the build just keeps getting better. If you've been following along in past issues, you know we already dropped in a full coilover suspension from Ridetech, and now we're diving into some of the finer details that really tie it all together. One of those key upgrades? A fresh set of CVF Racing billet hood hinges.

These all-billet aluminum hinges are made specifically for 1981–1987 Chevy C10s, and right out of the box, you can tell they're built to last. CNC-machined from 6061-T6 aluminum, these things are strong, smooth, and just plain good-looking. They've got a sleek profile and a clean anodized finish that fits perfectly with the rest of our truck's style. They're more than just eye candy—they're designed for performance. No more shaky, misaligned hood when you pop it open.

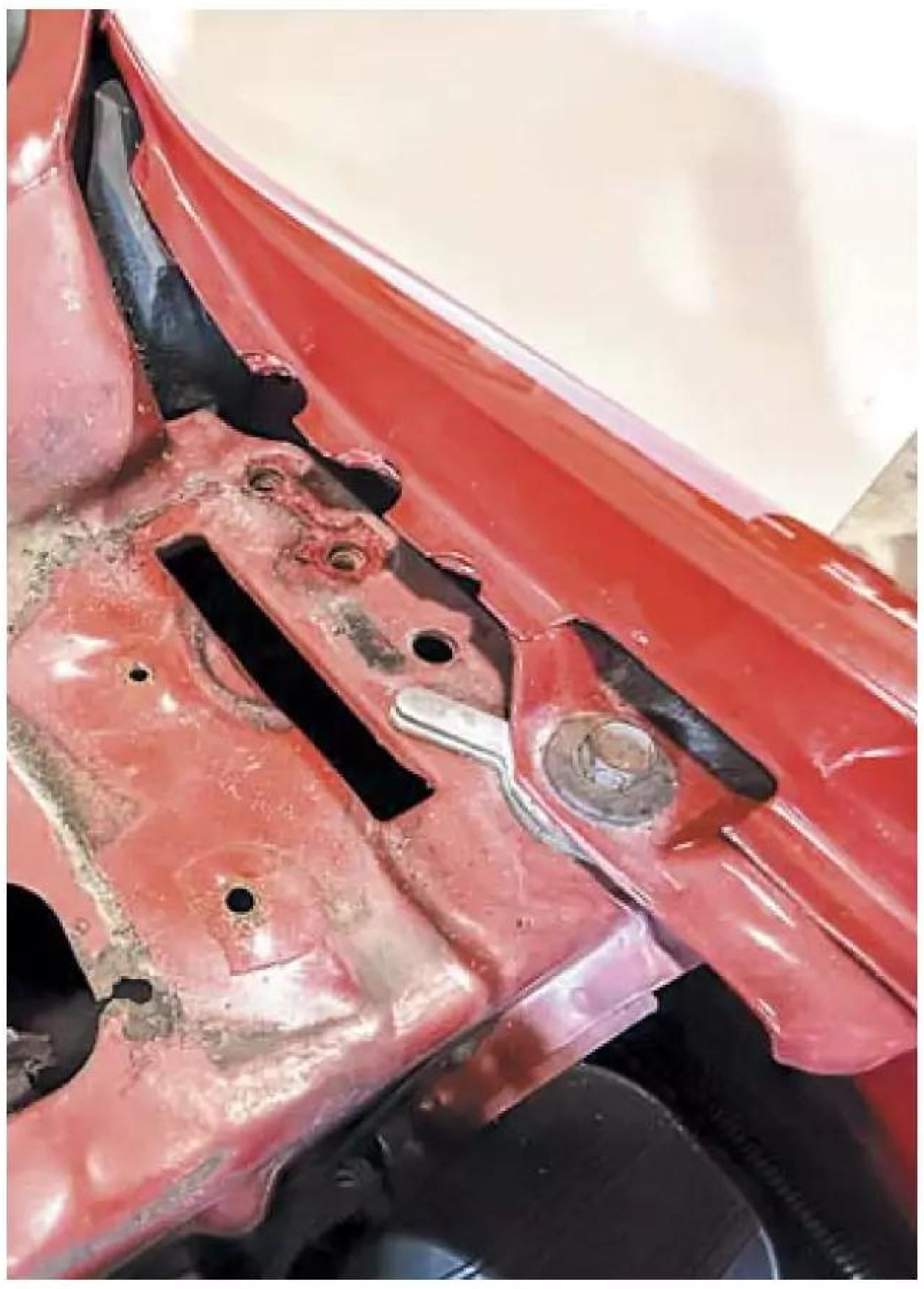
Installation was about as straightforward as it gets. If you've got a decent set of tools and a driveway, you can knock this out in an afternoon without breaking a sweat. We took our time getting the alignment just right, and the end result was worth every minute. The gas struts are stout and hold the hood steady at any height, and the hinge action is buttery smooth—no more creaks or sketchy props to worry about.

Little things like this go a long way in a build, especially when it comes to quality and usability. It's not just about looks—function matters too, and these CVF hinges check both boxes. Whether you're deep into your own build or just looking for a solid upgrade, this is one bolt-on we can easily recommend.

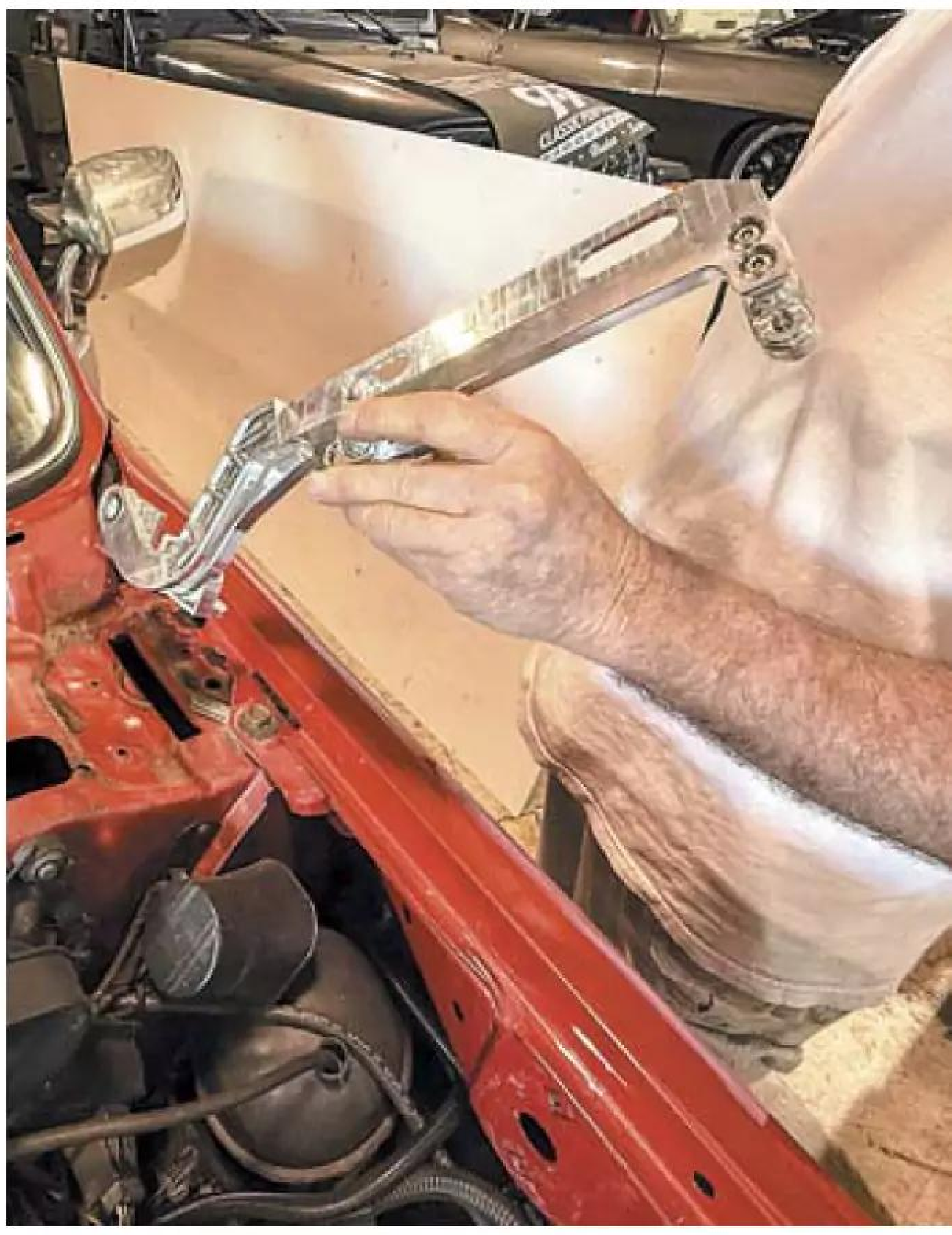
Now let's get into the install and show you just how easy it really is.



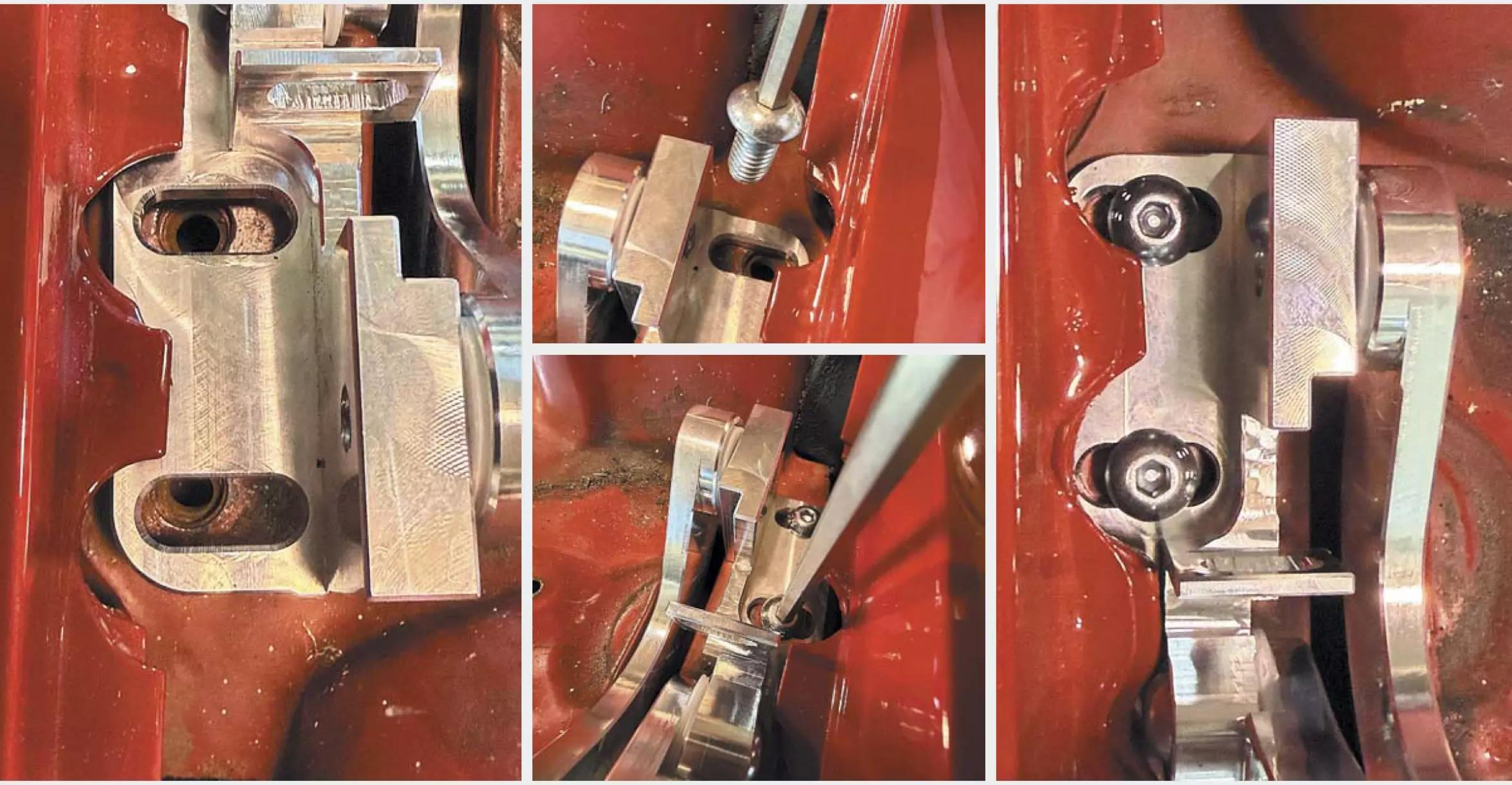
01 Today's project is this absolutely beautiful 1987 Chevy C10 that currently has an old-school style drop kit. It rides like a tank and sits way too high—that's where Ridetech comes in.



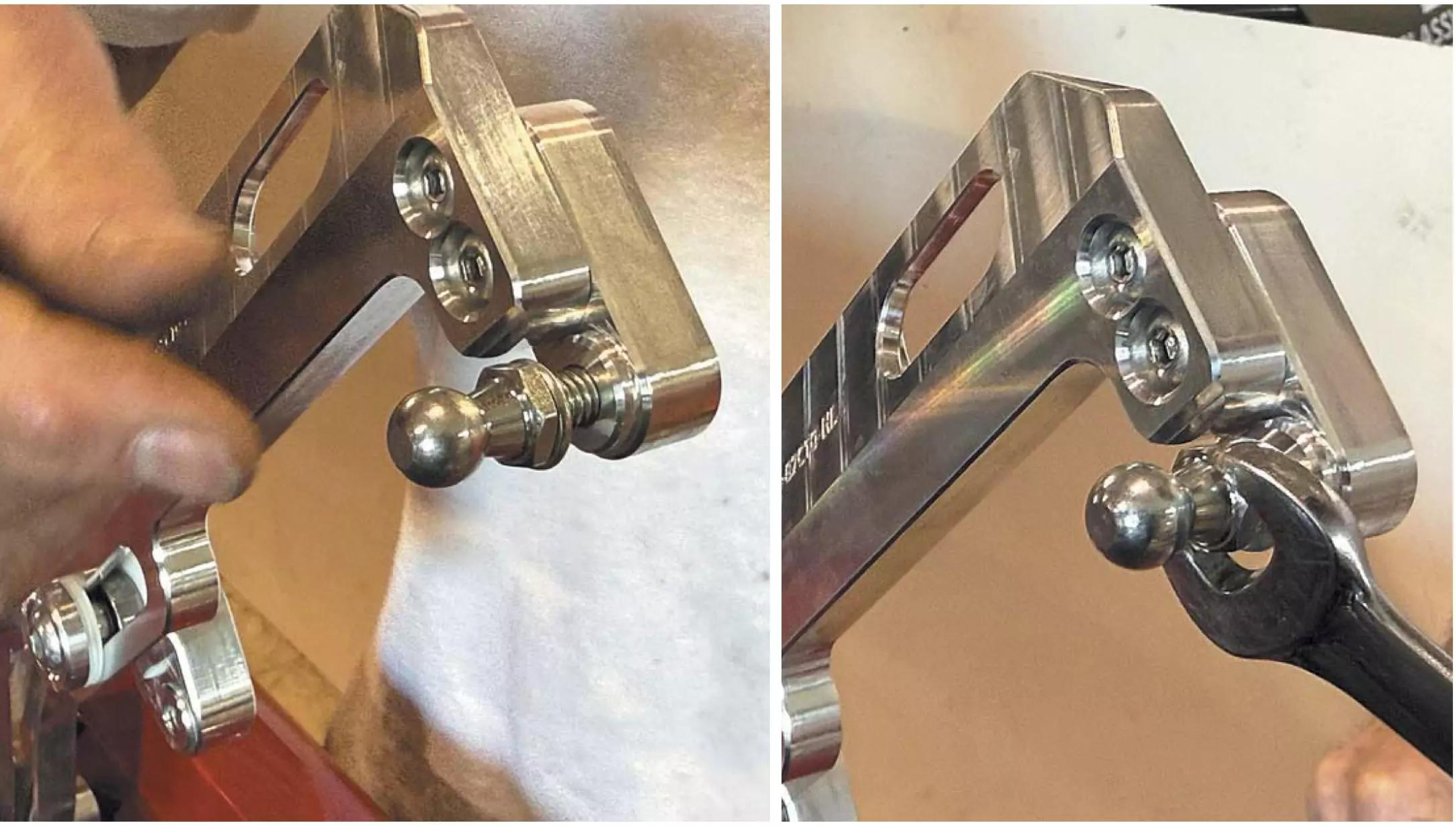
02 The new hood hinges fit right into place of the original hinges using the same mounting holes and new hardware provided in the kit.



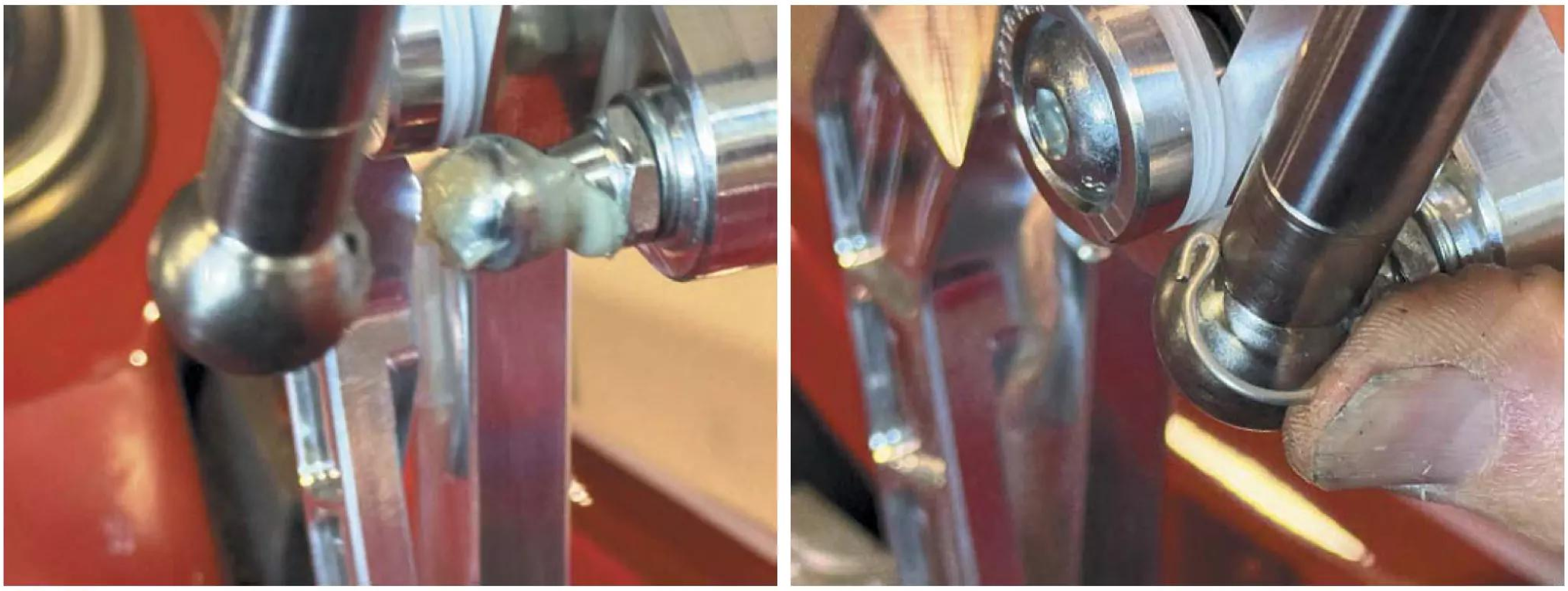
03 These billet aluminum hood hinges from CVF Racing bring smooth operation and show-quality style to our squarebody build.



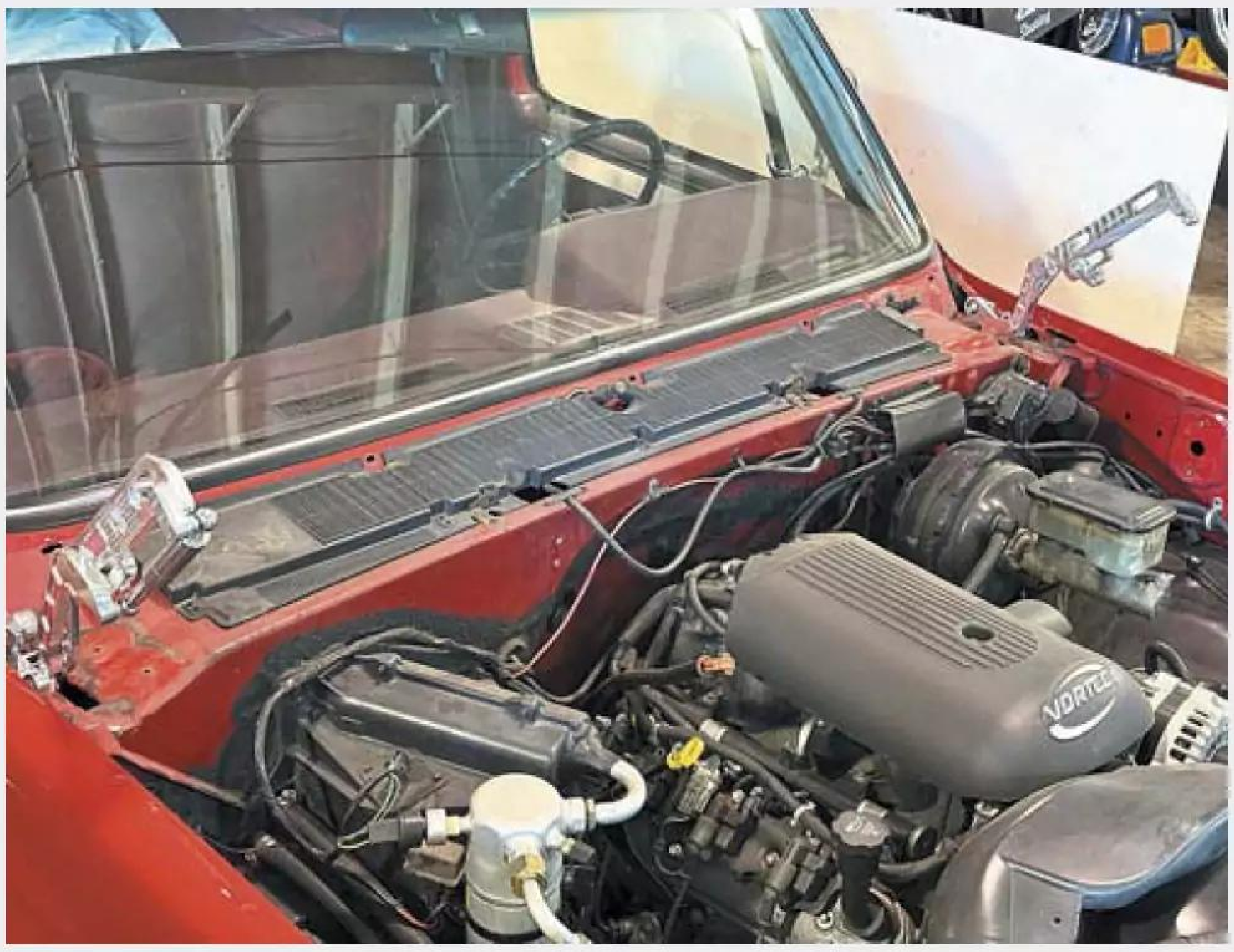
04 Finding the right size Allen key will take more time than this part of the install. The new screws are machined perfectly and slide in the factory threads without hassle.



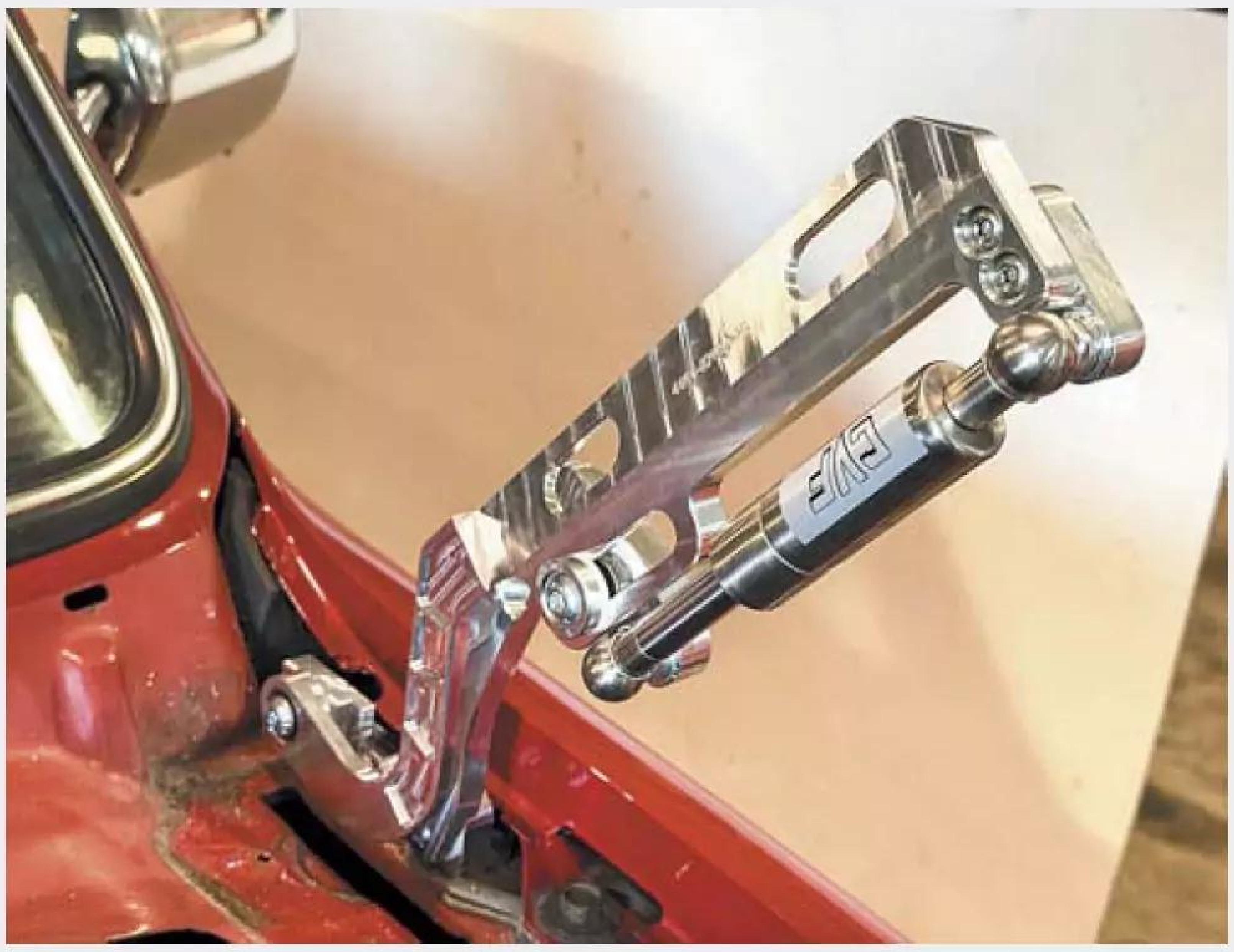
05 Next is to install the hood shock ball mount. This simply threads into the hood hinge with the help of an open-end wrench.



06 Now the hood shock can be snapped into place and secured with the metal retainer clip.

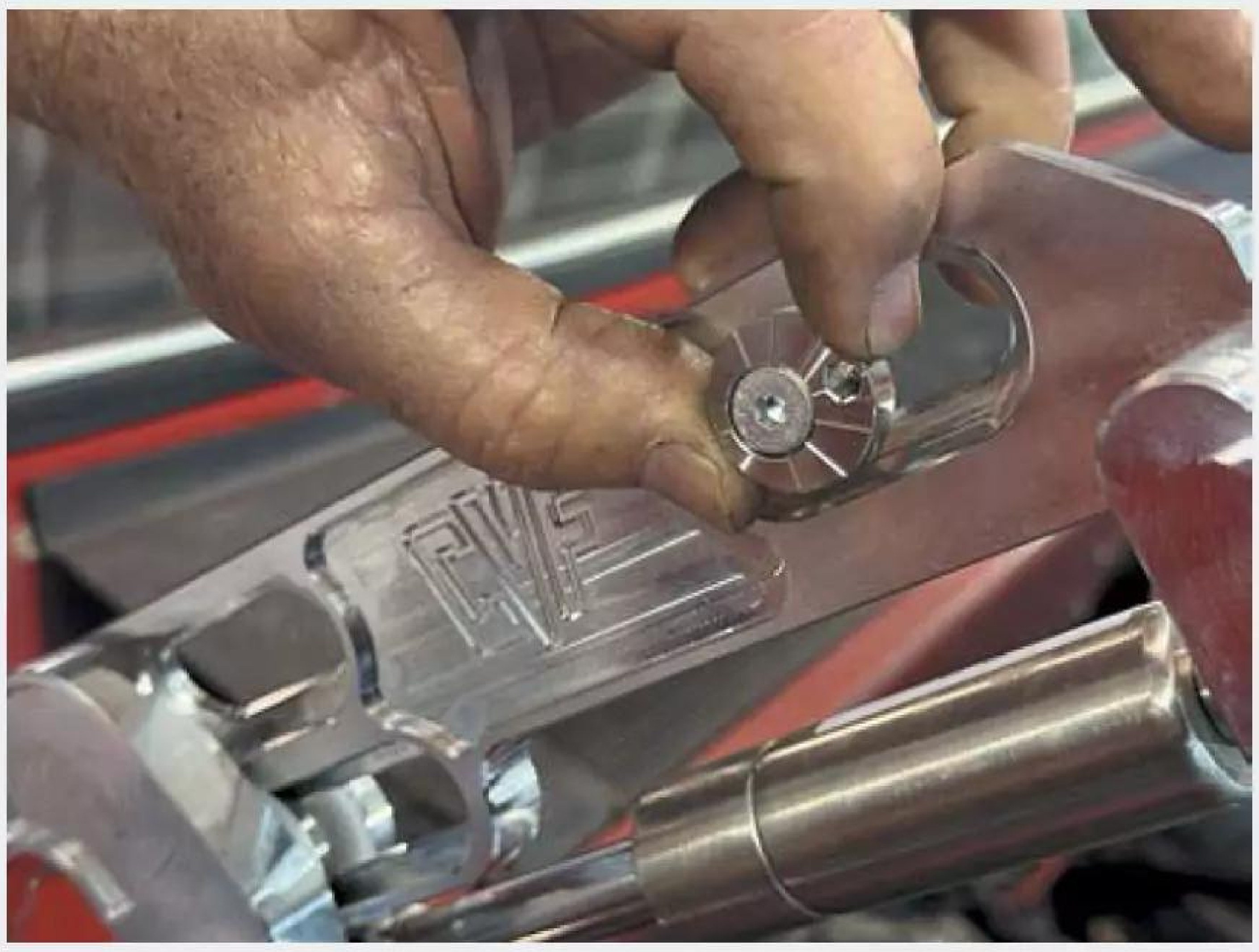


07 Here you can see how nice both hinges look once they are mounted in place.



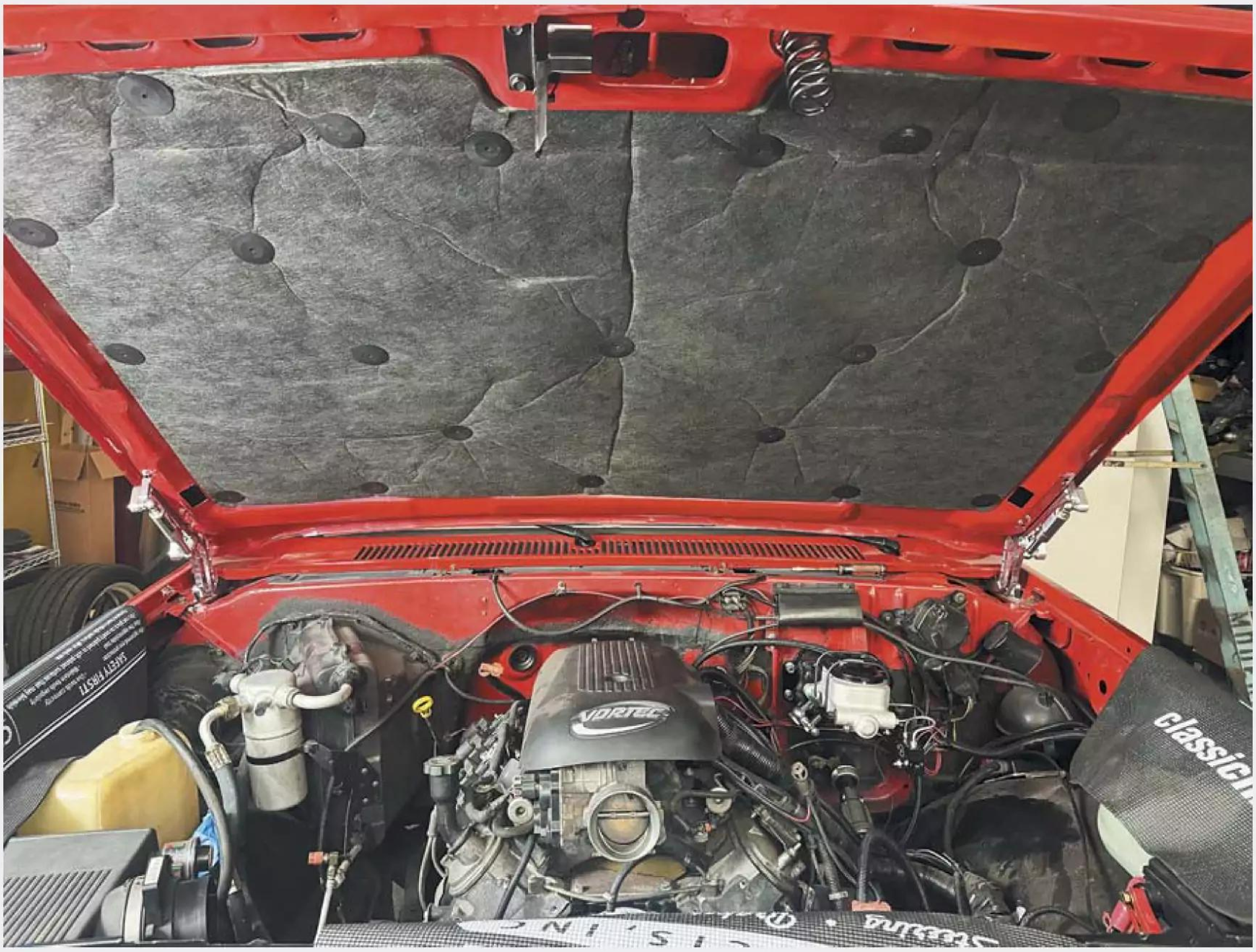
08 The gas strut included with the CVF hood hinge kit provides reliable lift support and smooth, controlled hood operation.

09 With both hinges in place and both gas struts mounted, we can start the process of reinstalling the hood.



10 These hinges have an integrated cam bolt that slides into an adjustable slot. This way, the hood can be adjusted up and down as well as in and out.

11 The hinges look absolutely amazing with the hood attached. Now we don't mind opening the hood to show off the LS-swapped engine bay.



12 The final look is hard to see in the magazine, so be sure to check out this article online so you can zoom in and appreciate the beauty and craftsmanship CVF has poured into this design.

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LA8

CERRALVO
NUEVO LEÓN

A Squarebody Outlaw Born South of the Border

Words and Photos by **Joe Acevedo Jr.**

LA 88

WHEN IT COMES TO SQUAREBODIES, ERNESTO NUNEZ from the Rio Grande Valley isn't just a fan—he's a disciple. But La 88? It's more than just a truck. It's a rare Mexico-born, neck-breaking machine that bends the rules and turns heads everywhere it goes. This ain't your average C10 story—this is a 1988 Chevy Cheyenne that shouldn't even exist in the U.S. world of squarebodies. But thanks to that one-year extension south of the border, La 88 lives, breathes, and dominates as a true unicorn of the streets.

PZ-1195-A
20
CHEYENNE

A build like this takes more than time, it takes obsession too. Every detail has been touched, tuned, and tailored.

CHEYENNE
20

CHEVROLET

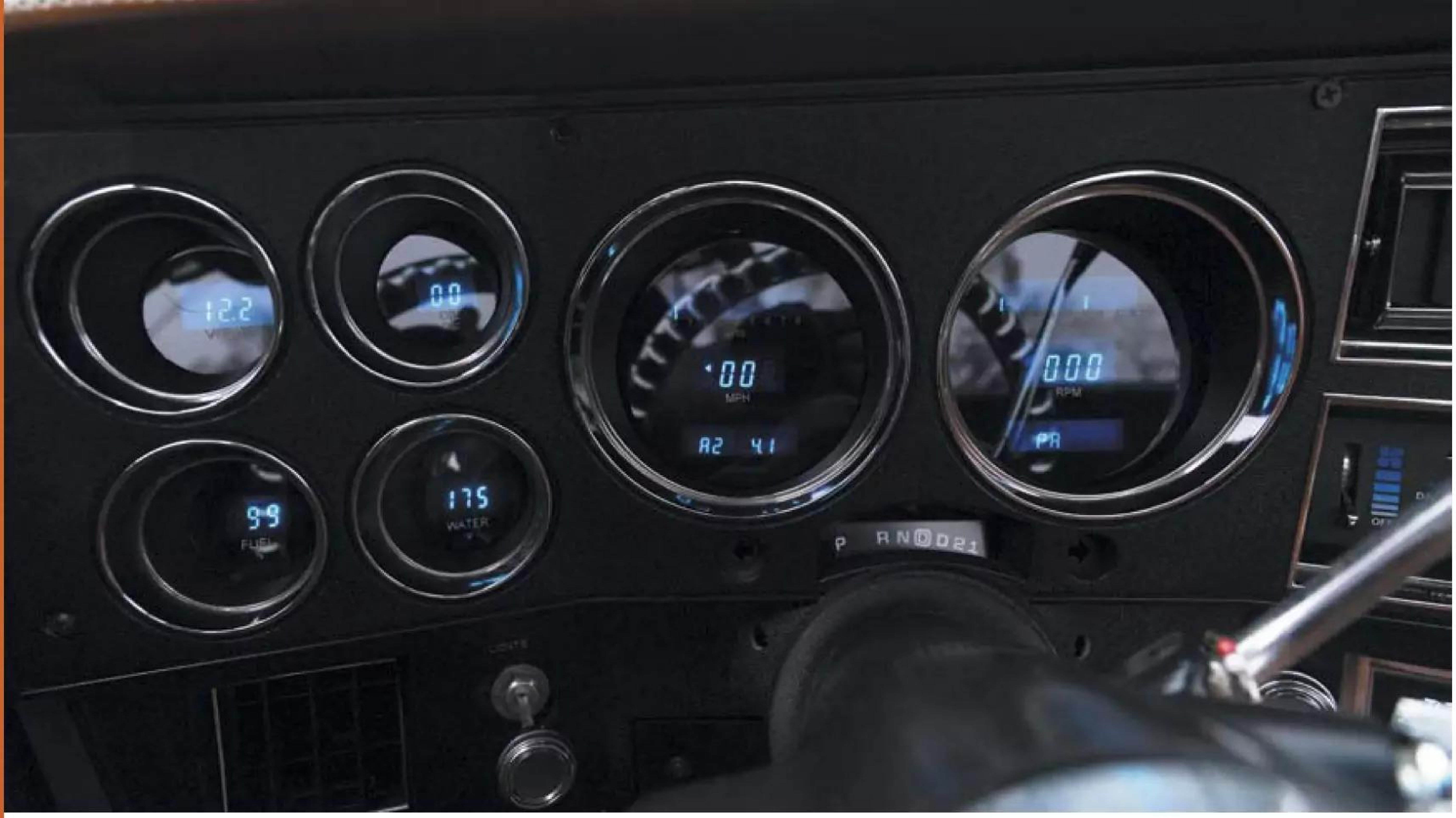
This truck is straight outta Mexico! While U.S. production wrapped the GM squarebody legacy in '87, Mexican factories cranked out one last run in '88 before transitioning to the OBS era. That makes this truck a genuine borderland legend. Rare. Raw. Real. Ernesto brought her home with a purpose.

Pop the hood and things get serious. Sitting between those fenders is a snarling 5.3L LT engine snatched from a 2018 Silverado.The engine is now paired with a buttery-smooth 8-speed automatic that lays down power like a hot knife through butter. The swap was engineered to perfection by Juan Silva out of League City, Texas. And make no mistake, this isn't just a cruiser. La 88

CERRALVO
NUEVO LEÓN

Juan's
SWAPS &
LS/LT PERFORMANCE

20
CHEYENNE



moves! The LT platform delivers instant torque, crisp throttle response, and that unmistakable modern reliability. It's the perfect fusion of old-school charm and new-school grunt.

A build like this takes more than time, it takes obsession too. Every detail has been touched, tuned, and tailored. The truck still rocks all the original body moldings, bumper guards up front for a touch of attitude, and brace yourself—an authentic 1988 tailgate that Ernesto literally hunted down in a Mexican junkyard. That's dedication with a capital D.

La 88 rolls in with a stunning two-tone blue metallic over silver paint job that hits just right

OWNER
ERNESTO NUNEZ
- 1988 Cheyenne
- Baytown, TX

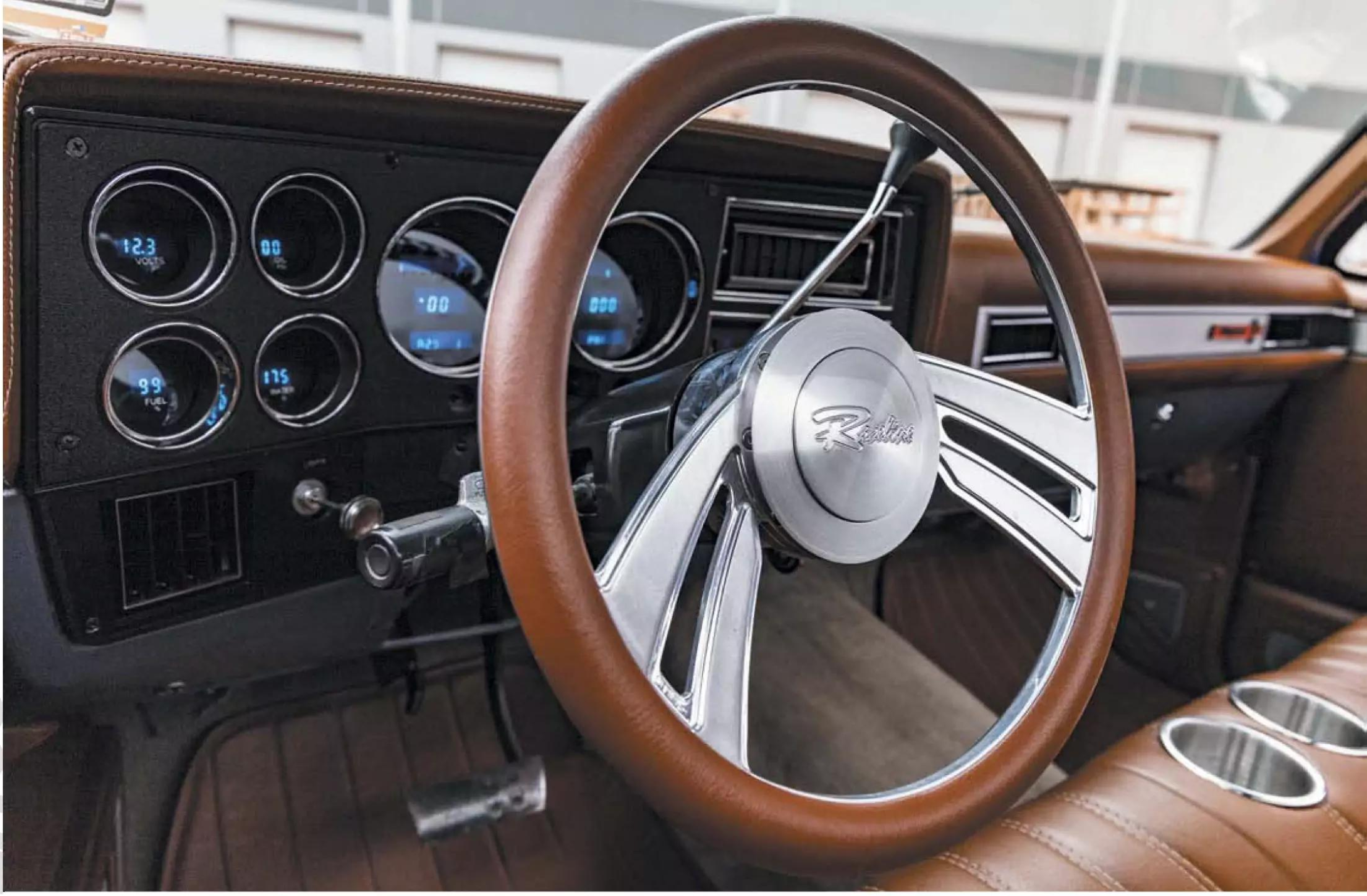
ENGINE & DRIVETRAIN
- 5.3L LT V-8
- Engine built by Juan Silva
- Custom headers
- Borla 3-inch exhaust system
- 8-speed automatic transmission

CHASSIS & SUSPENSION
- Stock frame modified for static drop
- DJM upper and lower control arms
- Rear 3-link with coilovers

WHEELS & TIRES
- 22x8.5 and 24x12 Raceline Charger wheels with reverse lip

BODY & PAINT
- OEM bumpers and headlights
- Blue metallic with silver paint

INTERIOR
- Dakota Digital gauges
- Raceline steering wheel
- Custom bench seat



> Ernesto has poured over a decade into this build. What began as a simple motor swap quickly spiraled into a full-on frame-off restoration.

under the sun. It's clean. It's classic. It's the kind of paint that makes you stop mid-scroll to zoom in and drool. Every line is sharp, and every curve was polished to perfection by Juan Flores in Mission, Texas.

This truck doesn't just sit—it stares you down. Up front, DJM upper and lower control arms do the heavy lifting, while a custom rear coilover setup hugs the pavement with purpose. Riding on Raceline Charger wheels (22x8.5 in the front and a monstrous 24x12 reverse lip out back), La 88 has that perfect tucked stance that screams street-ready showstopper. Massive props to Andre Customs in South Houston for making that dream fitment a reality.

Slide into the cab and you're hit with that rich, exotic feel thanks to a fully custom peanut-colored leather bench matched perfectly with a peanut-tone steering wheel. Don't forget to notice the fresh Dakota Digital gauges lighting up the dash! This interior space presents comfort, class, and attitude all stitched into one.

Ernesto has poured over a decade into this build. What began as a simple motor swap quickly spiraled into a full-on frame-off restoration. Big wheels. Big brakes. Big dreams. Like any real project, La 88 is a living build always evolving, and always pushing the limits. "I'd love to throw it on air eventually", Ernesto says. "But right now, I'm just loving driving it to every show I can hit."

It's a tribute to a legendary platform. It's a build that bridges borders, and is a story of hustle, passion, and persistence. For those who know trucks, La 88 speaks loud and clear: Dream it. Build it. Drive it.

It's a tribute to a legendary platform. It's a build that bridges borders, and is a story of hustle, passion, and persistence. For those who know trucks, La 88 speaks loud and clear: Dream it. Build it. Drive it.

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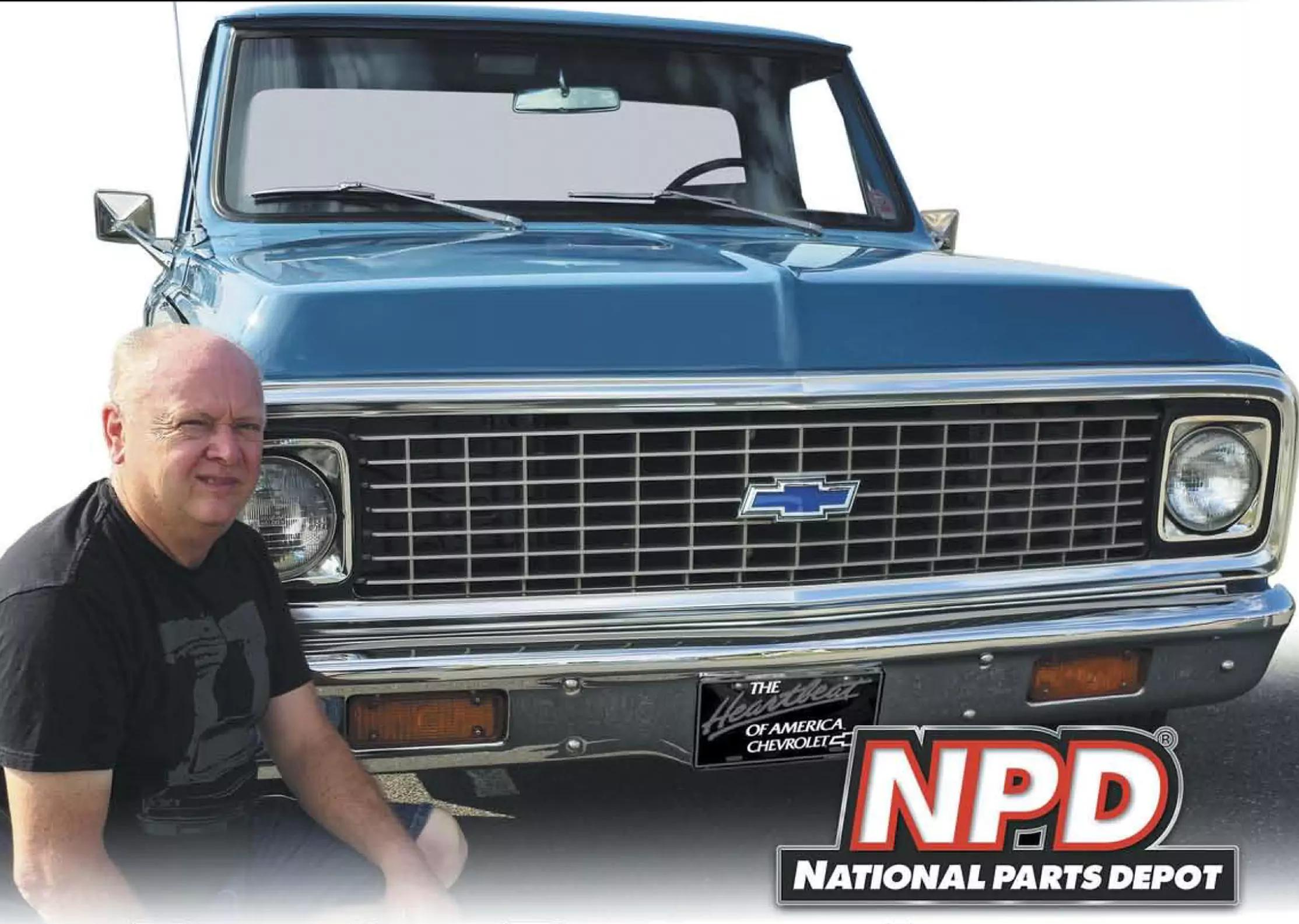
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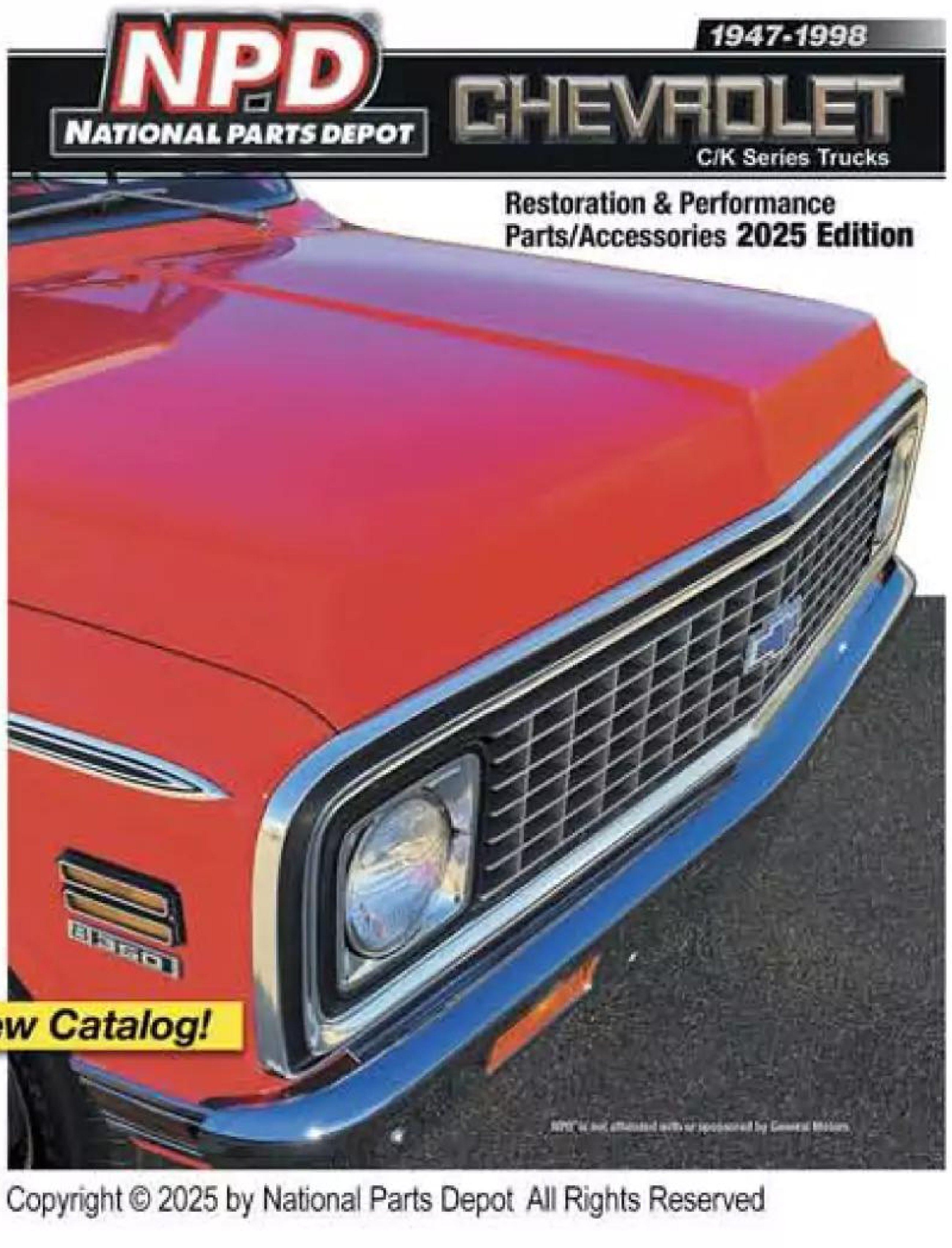

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